



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Springfield & Farmington Valley Railroad

### **Date Recorded    Sheet    Page**

4/28/1858            1            1

### **Towns located on Plan**

Southwick

Agawam

### **Roads located on Plan**

### **Stations**

### **Landmarks located on Plan**

Connecticut State Line

Leonards Mills Pond

### **Abutter Names located on Plan**

Rising, Lester

Palmer, H

Liswell, Thomas

Rising, Alvan

Flower, Spencer

Cochrane, Peter

Rising, Alfred

Palmer, Theodore

Liswell, Thomas

Phelon, Henry

Taylor, David

Gaylord, G

Phelan, Isaac

Granger, Justin S

Miller, Herbert

Griswold, Marcus

Taylor, David

Hamlin, Jerry

Leonard, Rufus

Flower, Spencer

Luddington, Jude

Smith, E. W.

Hatch, Elijah

King, King

Kellogg, Richard

Phelps, Gideon

Hall, David

Leonard, Rufus (heirs)

White, Daniel

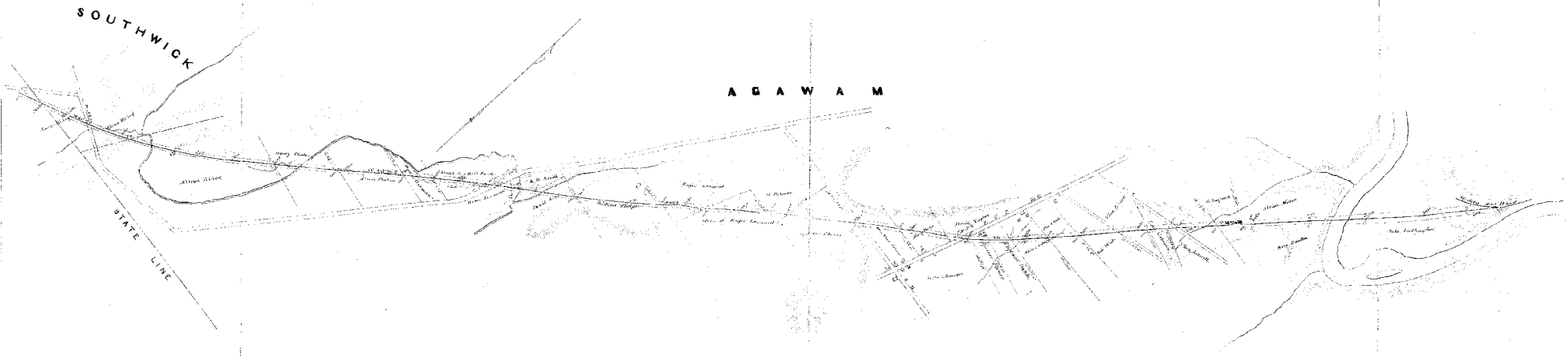


Map of the Location  
of the Springfield and Farmington Valley R.R. Co.  
in Hampden County,  
Massachusetts.

Filed Nov. 22<sup>nd</sup> day of April 1884

John L. Allen  
Genl. of the Corporation

SPRINGFIELD AND FARMINGTON VALLEY RAIL-ROAD.



Map of the Location  
of the Springfield and Farmington Valley R.R. Co.  
in Hampden County,  
Massachusetts.  
Filed Nov. 22<sup>nd</sup> day of April 1884  
John L. Allen  
Genl. of the Corporation





## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Springfield & Farmington Valley Railroad

### **Date Recorded    Sheet    Page**

4/22/1858            1            2

### **Towns located on Plan**

Agawam

### **Roads located on Plan**

Cold Spring Rd

### **Stations**

### **Landmarks located on Plan**

Westfield River

Connecticut River

### **Abutter Names located on Plan**

Luddington, Jude

Day, Ezehiel

Cooley, Abel

Cooley, Walter

Ely, Justin

Ashley, Elijah

Agawam Canal Co

Stebbins, JS

Ashley, Peletiah

Stebbins, JS

Day, Rodney

Kent, Ruth

Root, Orin

Lathrope, Samuel

Stles, Henry

Day, Julius

Chapin, Moses A

Day, H & H

Day, Henry

Lathrop, Samuel

Day, Herman

Ely, Justin

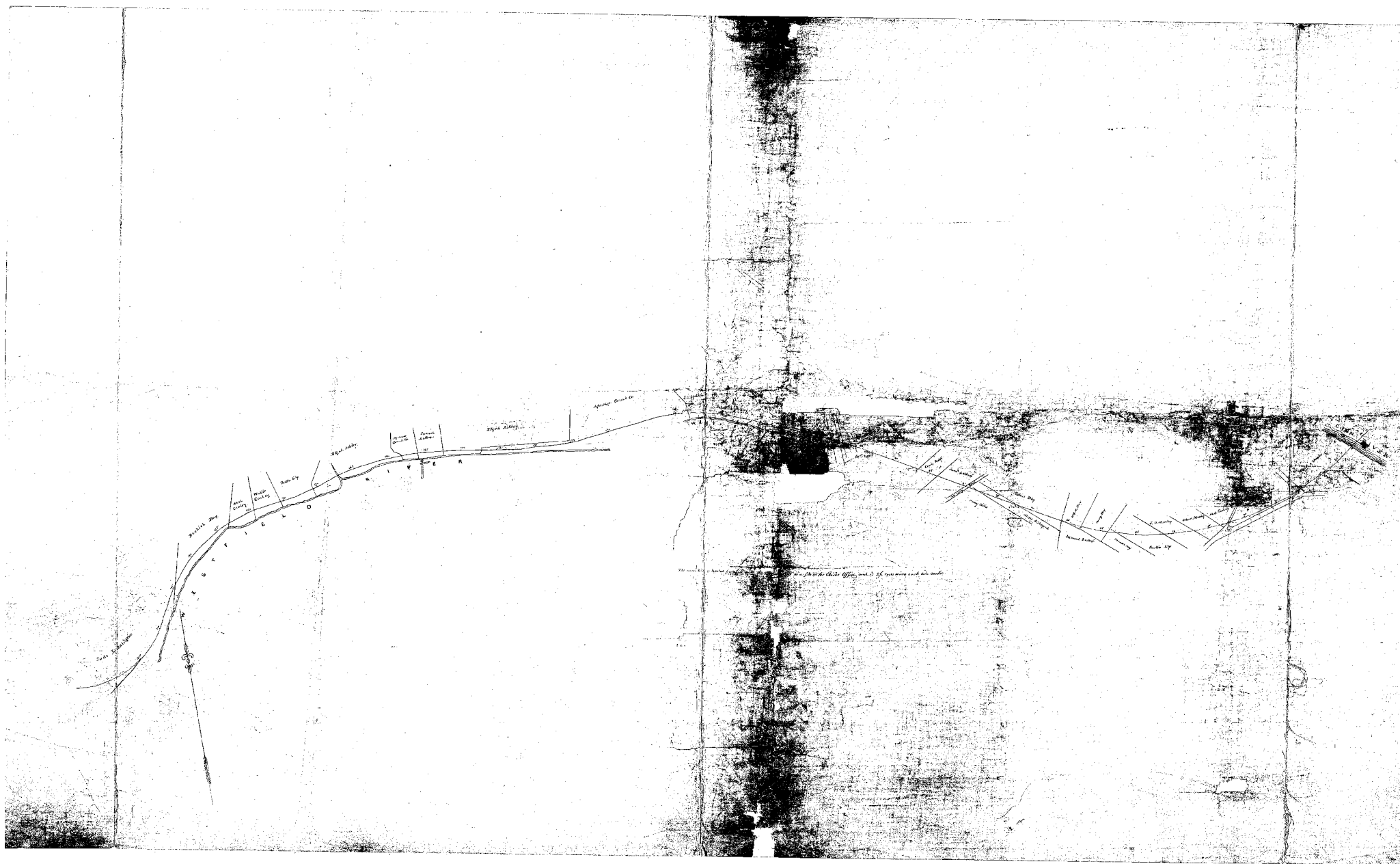
Mosley, JO

Mosley, Abel

Stearns, Charles

Chapin, Moses A







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Pittsfield & New Haven Railroad(profile)

### ***Date Recorded***

3/29/1866

### ***Sheet***

1

### ***Page***

3

### ***Towns located on Plan***

Lee

East Lee

Becket

Otis Center

Otis

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

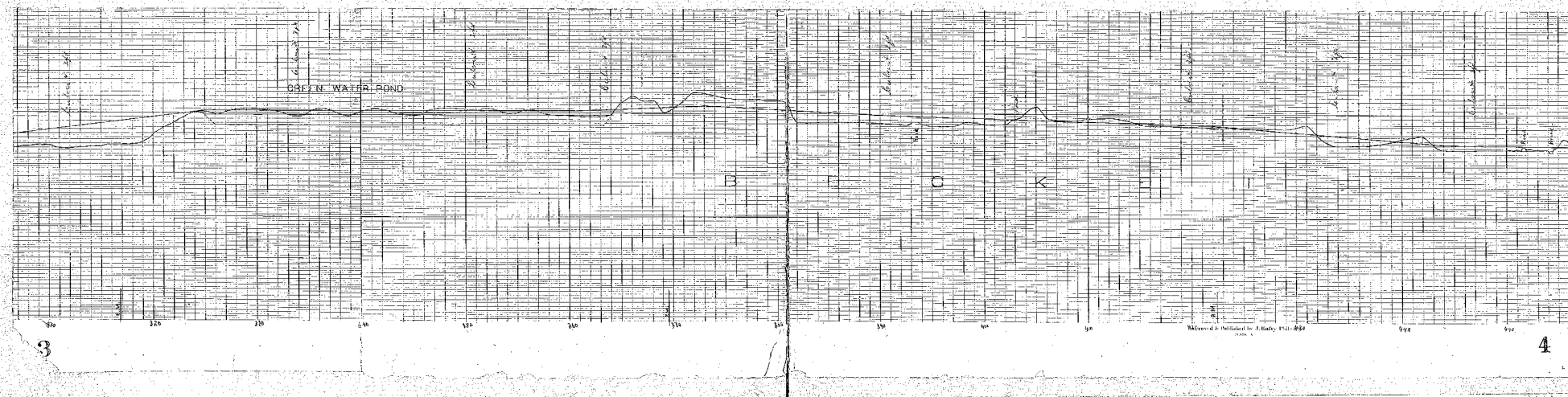
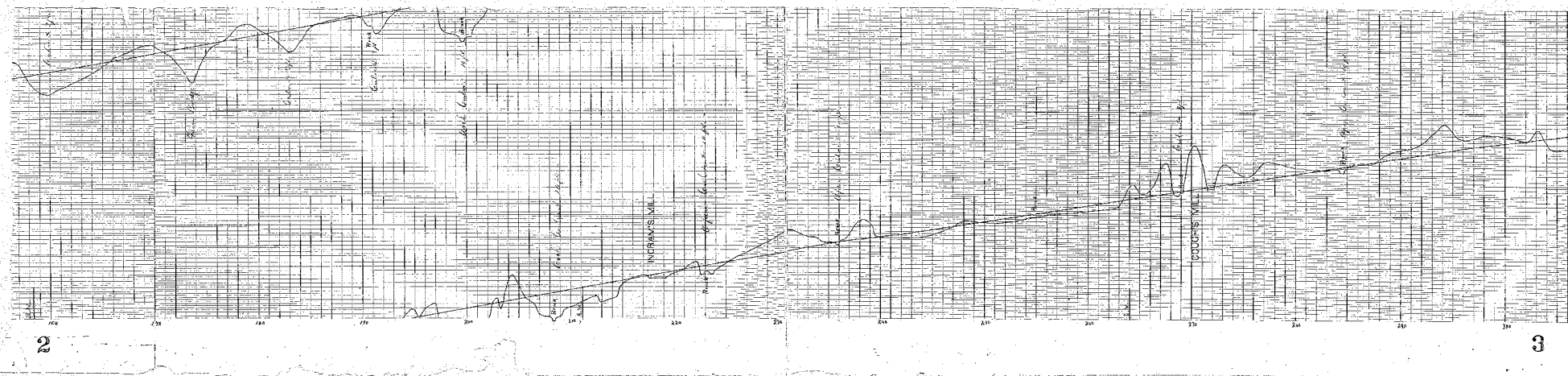
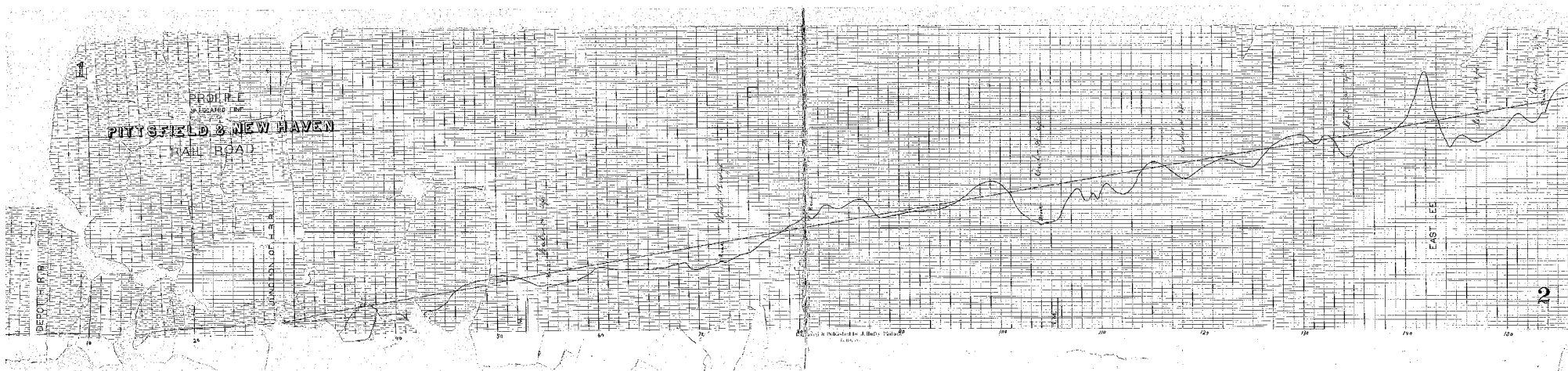
Stricklands

| <b><i>Stations</i></b> | 1-300 | 310-450 | 450-730 | 730-740 | 740-900 |
|------------------------|-------|---------|---------|---------|---------|
|------------------------|-------|---------|---------|---------|---------|

### ***Landmarks located on Plan***

|                   |                         |
|-------------------|-------------------------|
| Depot H R R       | Well's Dam              |
| Junction of H R R | Jones Dam               |
| Ingram's Mill     | Paulman's Bridge        |
| Couch's Mill      | Cold Springs Iron Works |
| Green Water Pond  |                         |
| Shaw's Pond       |                         |







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Pittsfield & New Haven Railroad(profile)

### ***Date Recorded***

3/29/1866

### ***Sheet***

1

### ***Page***

4

### ***Towns located on Plan***

Tolland

New Boston

Sandisfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

910-1120

1130-1140

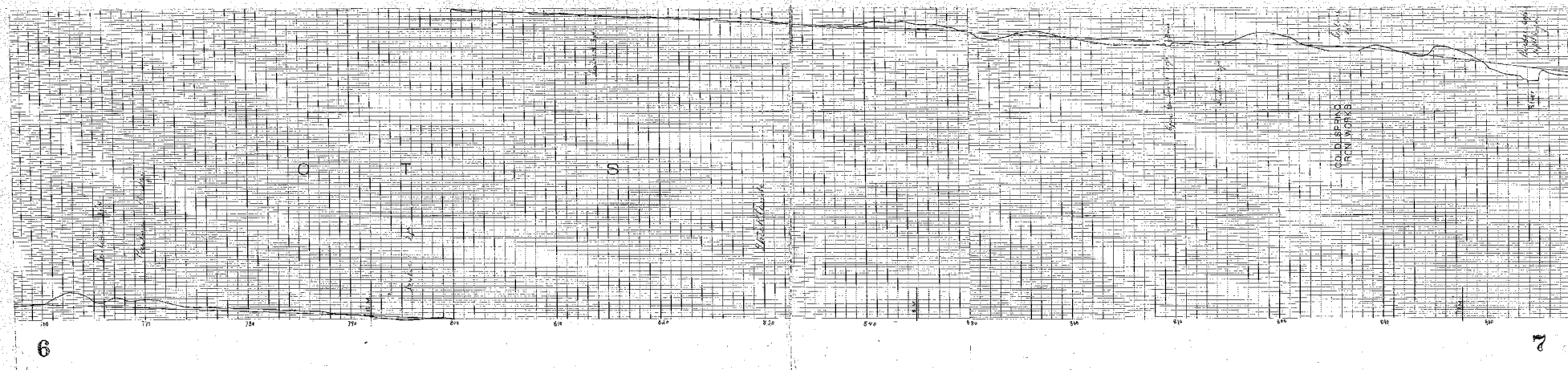
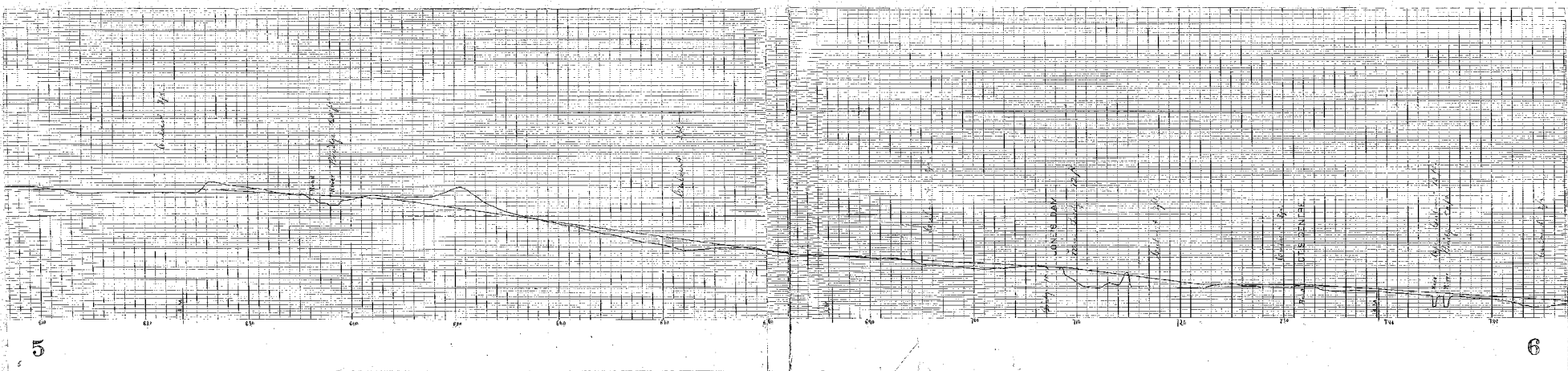
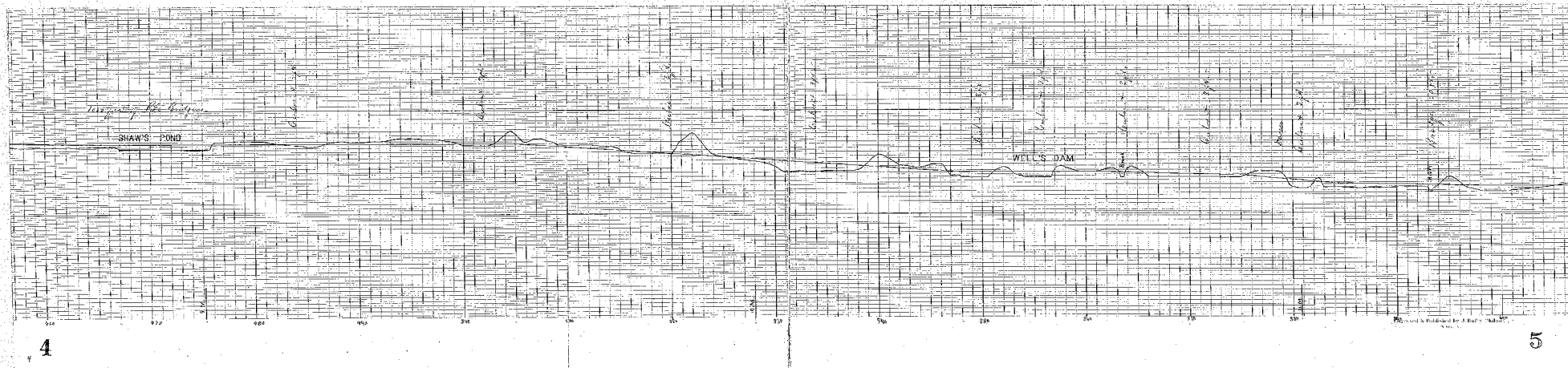
1140-1350

### ***Landmarks located on Plan***

River-Road

Connecticut State Line









## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Pittsfield & New Haven Railroad(profile)

### *Date Recorded*

4/4/1886

### *Sheet*

1

### *Page*

5

### *Towns located on Plan*

Sandisfield

### *Roads located on Plan*

### *Abutter Names located on Plan*

Engineers Report

### *Stations*

### *Landmarks located on Plan*

Engineers Report









## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Pittsfield & New Haven Railroad

### ***Date Recorded***

4/4/1886

### ***Sheet***

1

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***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Engineer's Report



Carriage Report of the location of the  
Pittsfield and New Haven Rail Road.

the town of Holland in Massachusetts and the town of Northbrook in Massachusetts.

The whole length of this greater line is  
thirty five (35) miles.

|                      |             |
|----------------------|-------------|
| Handy -              | 20.38 miles |
| Old Berkshire County | 40.2 "      |
| " Hampshire County   | 20.0 "      |
| 20.1                 |             |

The following is the menu of the time and the length of the time in way as it falls on each of the time across the committee.

|               |          |          |
|---------------|----------|----------|
|               | of 4875- | 5726 mi. |
| from of the   |          | "        |
| " "           | Bakers   | 2225 "   |
| " "           | Cie.     | "        |
| " "           | Sandwich | 3046 "   |
| " "           | Holland  | "        |
| Nett amount - |          | (4.26)   |
|               |          | 2970 "   |

For the convenience of construction the  
padding, flueways, and bracing require to be  
made for the convenience of the work, but  
these details will be left to the workmen.  
The only light obstruction of the work will  
arise from an enlargement of the flueway  
above.

length  
of the *Proctos* and *Proctos* of the  
*Proctos* and *Proctos* of the *Proctos*  
*Proctos* 1 0

My Engineer friend,  
I fully agree that to live in accordance with  
your dictation amongst, thick not and slightly  
spread a note, may turn the tone of the  
in Massachusetts and the tone of birthright in  
domination for the construction known of a  
Past find as provided by your charter.

[illegible]

Date of Spinning, Weaving, and Finishing

[illegible]

Remembrance:-  
 the point of connection your next visit  
 emphasize family with other prominent  
 friends & our people, is his no more limited  
 as a nation but then 1870 just, with a sense  
 of both being and self-interest to a high note of  
 value.

Products of  
blue of combined with reds produce  
maroon and various other shades of purple.  
Shade of the roots is nearly black. The exterior  
products will be as long as about three 1/2 inches,  
and between 1/2 and 1/4 inch for width, and

Equalizing the vote in case on the Presidential  
road, and not equalizing them of many other  
roads, in <sup>the</sup> ~~unimproved~~ <sup>improved</sup> direction.

For a more particular description refer  
to the plates to the Map of the Province  
inserted.

all of which is respectfully submitted  
by your obedient servant

James W. Palmer  
Chief Engineer

2 true copies.

Clark

This is to certify that this Report and the accompanying Map and Profile were submitted to the Executive of the Hospital and have received their sanction, as the Executive of this Red Cross, at a meeting held in the on March 29<sup>th</sup> 1865.

Thos A. Aman - Secy.

Black & MacPherson  
East River  
Engineering Office



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Hampshire & Hampden Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

3/15/1854   11   1

***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

***Stations***

***Landmarks located on Plan***

Cover Sheet



*Samuel Williston.*

MAP


OF THE

LOCATION

IN

HAMPDEN COUNTY

OF THE

HAMPSHIRE  HAMPDEN  
RAIL-ROAD.

*February 28<sup>th</sup> 1854*  
*L. M. E. Stone*  
*Chief Engineer*

*Hampden County Commissioners Clerk's office*  
*March 15<sup>th</sup> 1854* *Certify that the within ten maps*  
*of the location of the Hampshire & Hampden Rail Road*  
*was this day filed in this office* *Wm. M. Stone Clerk*



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Amherst & Belchertown Railroad

### **Date Recorded    Sheet    Page**

5/17/1852            2            1

### **Towns located on Plan**

### **Roads located on Plan**

### **Stations**

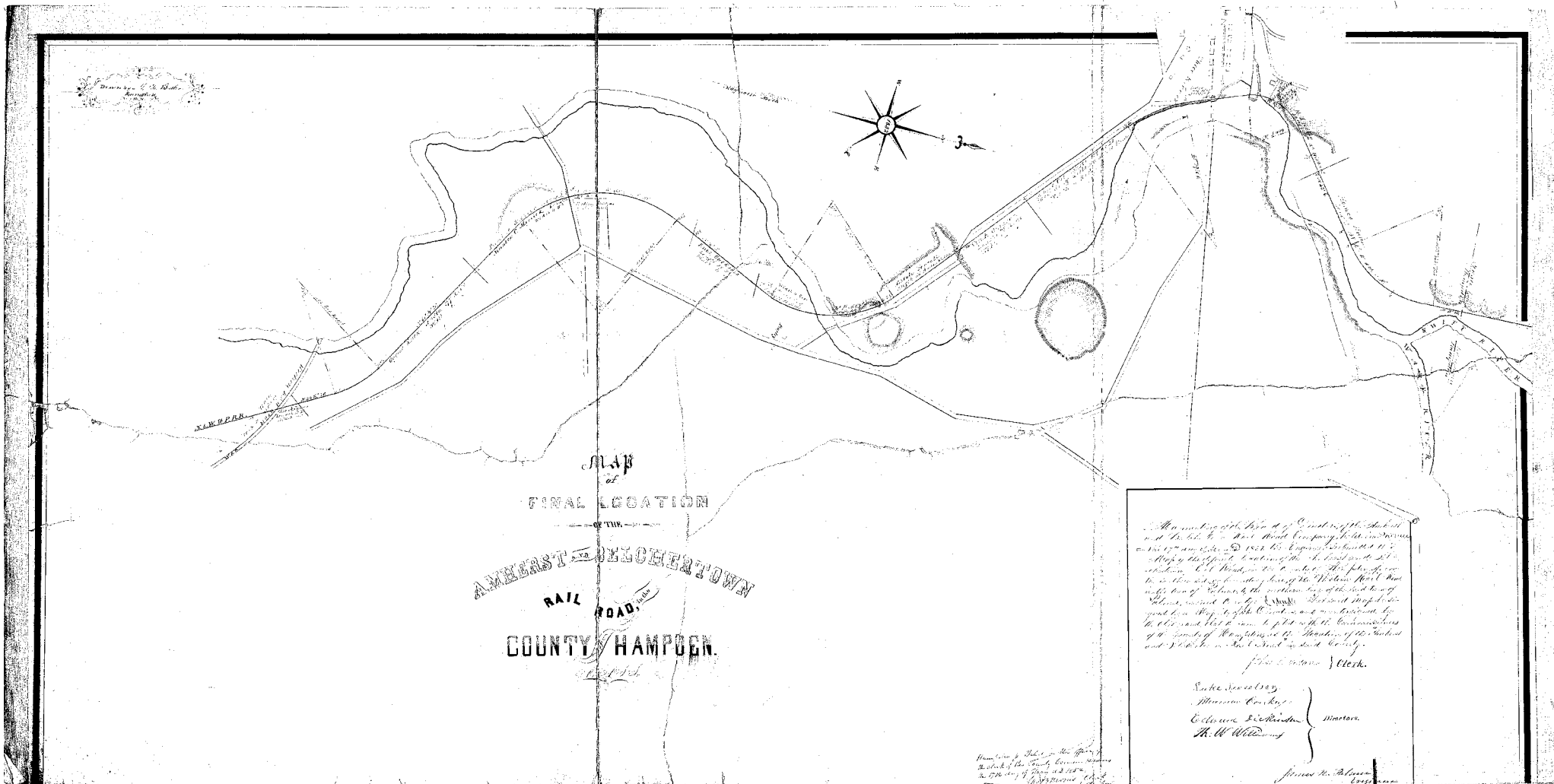
### **Landmarks located on Plan**

Ware River  
Three Rivers  
Palmer Co left for Depot  
Swift River  
Hampshire County Line

### **Abutter Names located on Plan**

N L W & P R R            Shearer, Van R  
W R R                      Palmer Co  
Western Rail Road        Kelly, Hall J  
Squirer, Ino A            Hunn, Horace  
Knox, Cyrus  
Merrick, Manson C  
Shearer, Purline  
Calkins, Enos  
Burley, Benj  
Hodges, Jos  
Ferrell, Marble





The undersigned, John H. C. and George H. C. and  
the other parties to the above mentioned  
contract, do hereby certify that the  
above mentioned contract has been  
fulfilled in accordance with the  
terms thereof, and that the  
work has been completed in  
accordance with the plans and  
specifications approved by the  
Board of Directors of the  
Amherst and Elbertown Railroad  
Company.

John H. C. Clerk.

John H. C. Secretary  
George H. C. President  
Edmund C. C. Treasurer  
H. W. C. Clerk

Directors.

James M. C. C. C.



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Springfield & New London Railroad

### **Date Recorded**

5/24/1875

### **Shelf**

3

### **Page**

1

### **Towns located on Plan**

Springfield

### **Roads located on Plan**

St James

Bay Rd

Marion

Andrew

Davis

Lake

Chapin

Boston Rd

Wilbraham Rd

### **Abutter Names located on Plan**

Springfield, Athol, &  
Northeastern R R  
Thompson, JM

Smith

Keith

Sackett, J

Gunn, Wm

Brown, EW

Jones, Geo J

Tapley, GD

Taft

Cooley, Henry

Mara

Moran, John

Nelen, Frank

Mason, Primus

### **Landmarks located on Plan**

Lake Com

### **Stations**

0-50

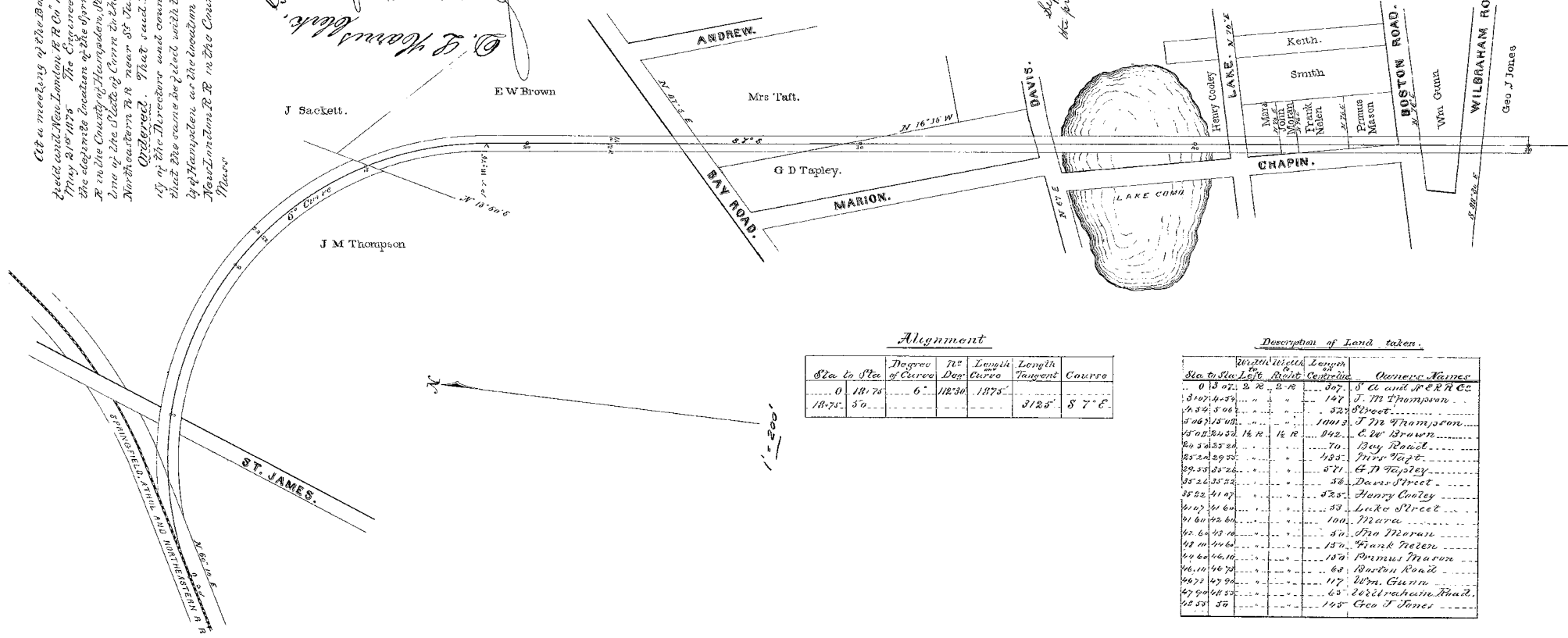
At a meeting of the Board of Directors of the Springfield and New London R.R. Co. held in Springfield, Mass. May 24, 1875. The Engineer submitted the Map of the proposed location of the Springfield and New London R.R. in the County of Hampden, State of Mass. from the north line of the State of Conn. to the Springfield, Cedar, and Northampton R.R. near St. James Avenue in Springfield, Ordered. That said Map be signed by a majority of the Directors and countersigned by the Clerk, and that the same be filed with the Commissioners of the County of Hampden as the location of the Springfield and New London R.R. in the County of Hampden, State of Mass.

*Gordon Rice*  
President  
*E. P. Chapin*  
Director  
*H. P. Phelps*  
Director  
*C. C. Gould*  
Director  
*Harvey Smith*  
Director  
*Emerson Wright*  
Director  
*M. L. Whitcomb*  
Director  
*James F. Fisk*  
Director  
*Henry Fuller*  
Director

*Geo. H. Arnold*  
Ch. Eng.

Commonwealth of Massachusetts  
Hampden ss  
Office of the Clerk  
of the County Commission  
Received and filed  
May 24, 1875.  
Attest Robert O. Mow  
Clerk

Sept. 28, 1878. Approved under  
the provisions of Chapter 157, Sec. 1 of 1878.  
Attest  
Wm. H. H. H.  
Clerk of the  
R.R. Commission



Alignment

| Sta. to Sta. | Degree of Curve | Radius | Length of Curve | Length of Tangent | Course |
|--------------|-----------------|--------|-----------------|-------------------|--------|
| 0 to 18.75   | 6               | 11250  | 1375            | 3125              | S 7° E |
| 18.75 to 50  |                 |        |                 |                   |        |

Description of Land taken.

| Sta. to Sta.    | Width of Right of Way | Length of Right of Way | Owner's Name           |
|-----------------|-----------------------|------------------------|------------------------|
| 0 to 18.75      | 30                    | 147                    | J. A. and J. E. R. Co. |
| 18.75 to 37.5   | 30                    | 329                    | Street                 |
| 37.5 to 56.25   | 30                    | 1001                   | J. M. Thompson         |
| 56.25 to 75     | 30                    | 942                    | E. W. Brown            |
| 75 to 93.75     | 30                    | 70                     | Bay Road               |
| 93.75 to 112.5  | 30                    | 133                    | Mrs. Taft              |
| 112.5 to 131.25 | 30                    | 571                    | G. D. Tapley           |
| 131.25 to 150   | 30                    | 58                     | Davis Street           |
| 150 to 168.75   | 30                    | 325                    | Henry Conley           |
| 168.75 to 187.5 | 30                    | 33                     | Lake Street            |
| 187.5 to 206.25 | 30                    | 100                    | Maria                  |
| 206.25 to 225   | 30                    | 50                     | Frank Nelson           |
| 225 to 243.75   | 30                    | 130                    | Prince Marion          |
| 243.75 to 262.5 | 30                    | 68                     | Boston Road            |
| 262.5 to 281.25 | 30                    | 117                    | Wm. Gunt               |
| 281.25 to 300   | 30                    | 65                     | Wilbraham Road         |
| 300 to 318.75   | 30                    | 148                    | Geo. J. Jones          |





## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Springfield & New London Railroad

### **Date Recorded    Sheet    Page**

5/24/1875            3            2

### **Towns located on Plan**

Springfield

### **Roads located on Plan**

Wilbraham Rd  
Colton St  
Monroe St  
Union St  
Quincy St  
Eastern Ave  
Alden St  
Hickory St

**Stations**    50-95

### **Landmarks located on Plan**

### **Abutter Names located on Plan**

|                 |                       |
|-----------------|-----------------------|
| Jones, CD       | Alexander Bowles & Co |
| Jones, GJ       | Lyman, JF             |
| Dunbar          |                       |
| Miffin          |                       |
| Wilder & Puffer |                       |
| Vase, Geo C     |                       |
| Ladd, RE        |                       |
| Warner, D       |                       |
| Gunn, Wm        |                       |
| Ladd, Fred      |                       |
| Perkins & Nye   |                       |







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Springfield & New London Railroad

### ***Date Recorded***

5/24/1875

### ***Sheet***

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### ***Page***

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### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

S Wilbraham Rd

***Stations*** 95-141

### ***Landmarks located on Plan***

Water Shop Pond

### ***Abutter Names located on Plan***

Lyman, JF

Fuller, Howard

Fuller, William (heirs)

Cook, Eli

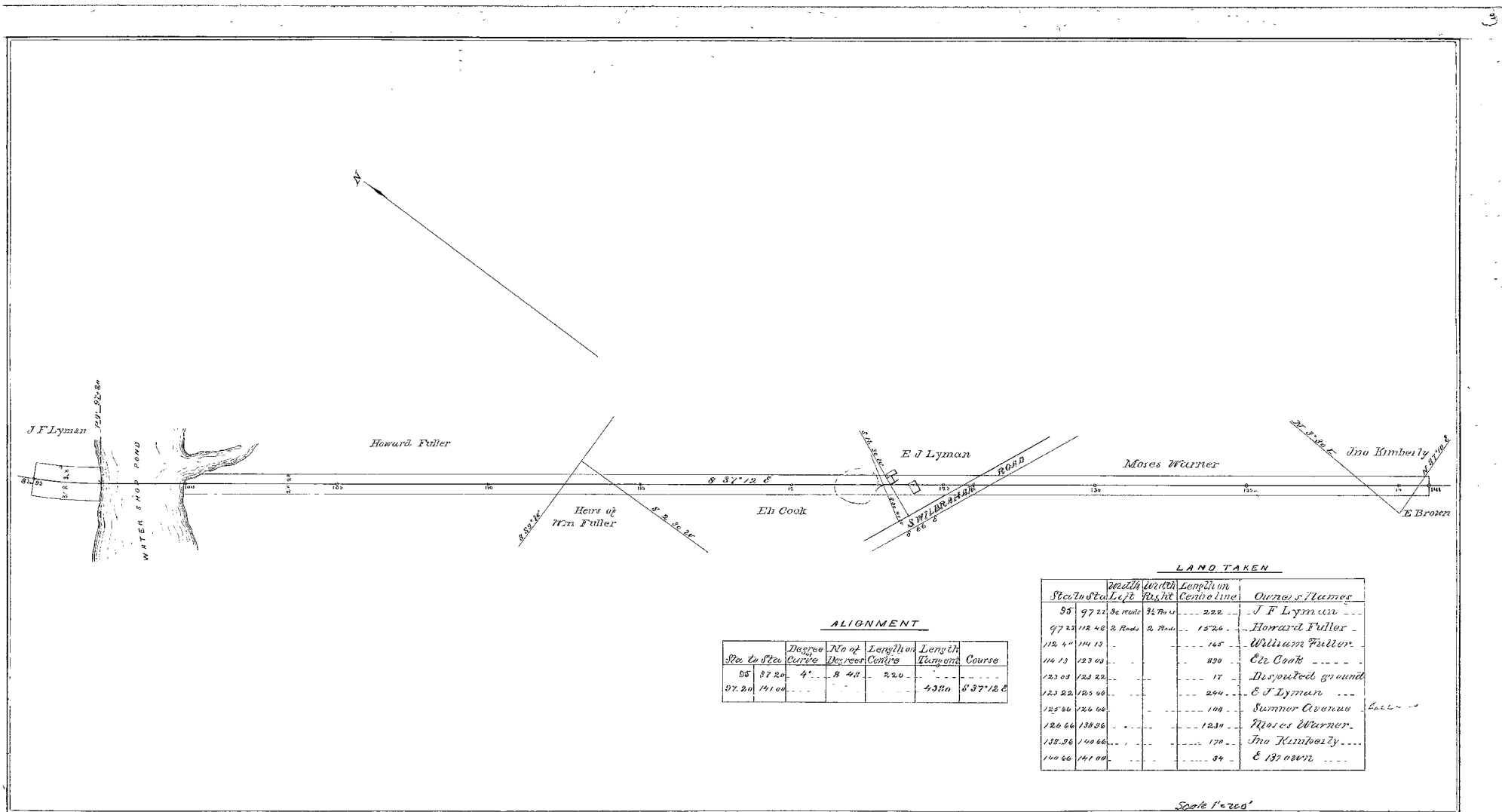
Lyman, EJ

Warner, Moses

Kimberly, Jno

Brown, E





ALIGNMENT

| No. to Sta | Distance | No of  | Length of | Length | Course      |
|------------|----------|--------|-----------|--------|-------------|
| Curves     | Curves   | Curves | Curves    | Curves | Curves      |
| 55         | 87.20    | 4      | 8.40      | 2.20   |             |
| 97.20      | 141.00   |        |           | 43.20  | S 37° 18' E |

LAND TAKEN

| Station | Width<br>Left | Width<br>Right | Length<br>Center line | Owner's Name    |
|---------|---------------|----------------|-----------------------|-----------------|
| 95      | 97.20         | 96.00          | 2.20                  | J F Lyman       |
| 97.20   | 112.40        | 80.00          | 15.20                 | Howard Fuller   |
| 112.40  | 141.13        |                | 1.65                  | William Fuller  |
| 141.13  | 123.40        |                | 8.20                  | Eh Cook         |
| 123.40  | 123.22        |                | 17                    | Disputed ground |
| 123.22  | 123.40        |                | 2.44                  | E J Lyman       |
| 123.40  | 126.60        |                | 1.00                  | Summer Avenue   |
| 126.60  | 138.36        |                | 12.30                 | Moses Warner    |
| 138.36  | 140.60        |                | 1.70                  | Jno Kimbrey     |
| 140.60  | 141.00        |                | 3.4                   | E Broome        |

Scale 1"=200'



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Springfield & New London Railroad

### ***Date Recorded***

5/24/1875

### ***Sheet***

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### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

Sumner Ave

### ***Abutter Names located on Plan***

Brown, E

Smith, James

Ellettson, J

Burgess, Robert

Burt, H

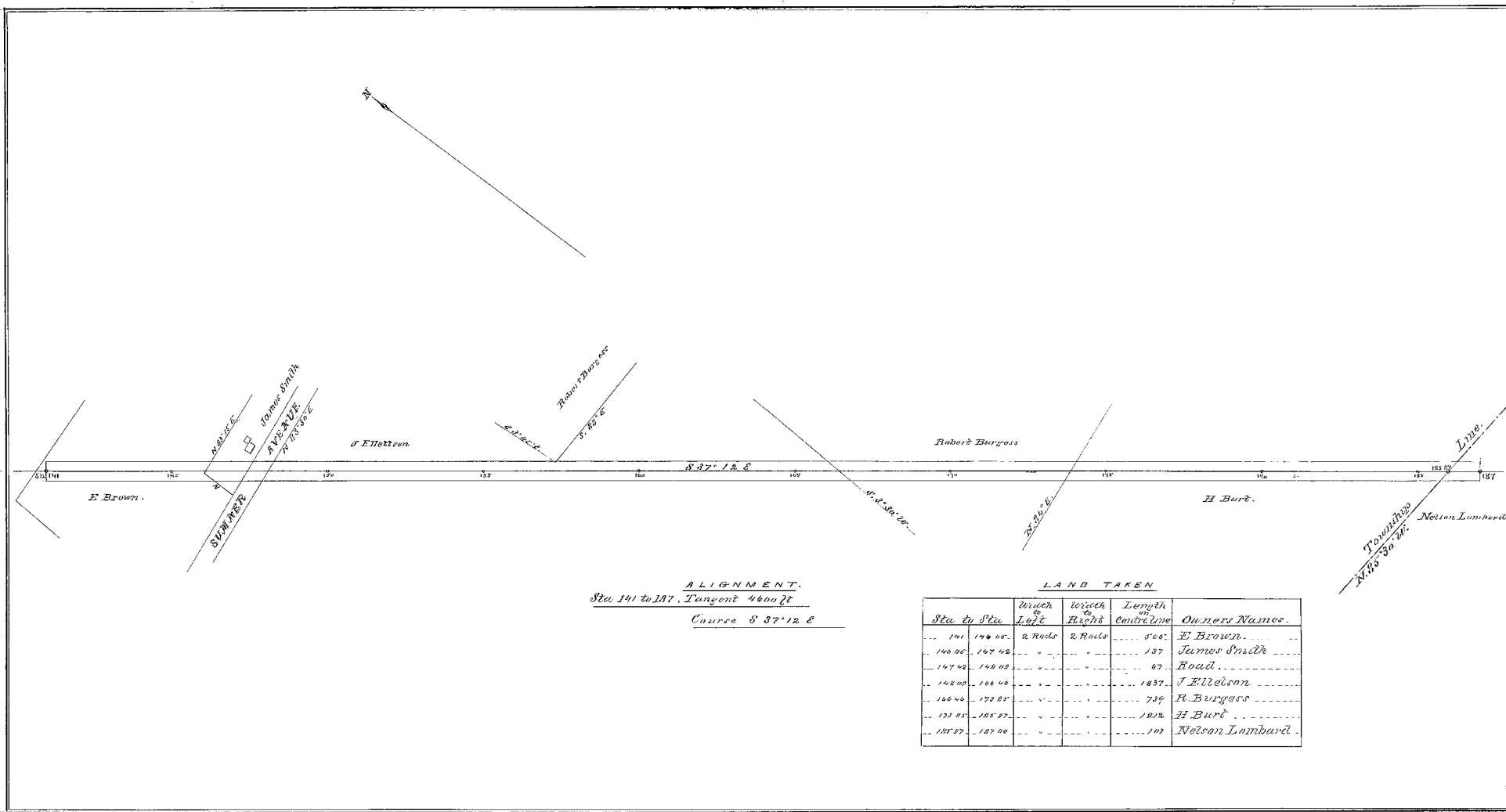
Lombard, Nelson

***Stations*** 141-187

### ***Landmarks located on Plan***

Longmeadow Town Line







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Springfield & New London Railroad

### **Date Recorded**

5/24/1875

### **Shelf**

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### **Towns located on Plan**

Longmeadow

### **Roads located on Plan**

Longmeadow Rd

### **Abutter Names located on Plan**

Dickenson,JP

Caulkins,Abel H

Pease,H

Doane,David White

Leary,JO

### **Landmarks located on Plan**

Longmeadow Town Line

### **Stations**

187-228

SPRINGFIELD  
LONGMEADOW

Nelson Lombard

Longmeadow Road

Abel H Caulkins

H Poore

D W Doane

J O Leary

# ALIGNMENT

Sta 187 to Sta 222 Tangent 4100 ft  
Course S 37 12 E

# LAND TAKEN

| Sta. to Sta.    | Width<br>to | Width<br>to | Length | Owner's Name      |
|-----------------|-------------|-------------|--------|-------------------|
| 117 - 118 24    | 2 Rods      | 2 Rods      | 122.4  | Nelson Lombard    |
| 118 24 - 200 27 | -           | -           | 103    | Longmeadow Road   |
| 200 27 - 201 47 | -           | -           | 120    | Nelson Lombard    |
| 201 47 - 205 7  | -           | -           | 400    | J P Dickinson     |
| 205 7 - 206 12  | 1 "         | -           | 20     | Cooley's Lane     |
| 206 12 - 220 45 | -           | -           | 1430   | Abel H. Caulkins  |
| 220 45 - 220 00 | 1 "         | -           | 20     | H Poore           |
| 220 00 - 220 45 | -           | -           | 780    | David White Doane |





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Springfield & New London Railroad

### ***Date Recorded***

5/24/1875

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### ***Towns located on Plan***

Longmeadow

### ***Roads located on Plan***

Rd

East Longmeadow Rd

### ***Abutter Names located on Plan***

Leary,JO

Brown,Lyman

Pratt,E

Tourtellotte,S

***Stations*** 228-275

### ***Landmarks located on Plan***

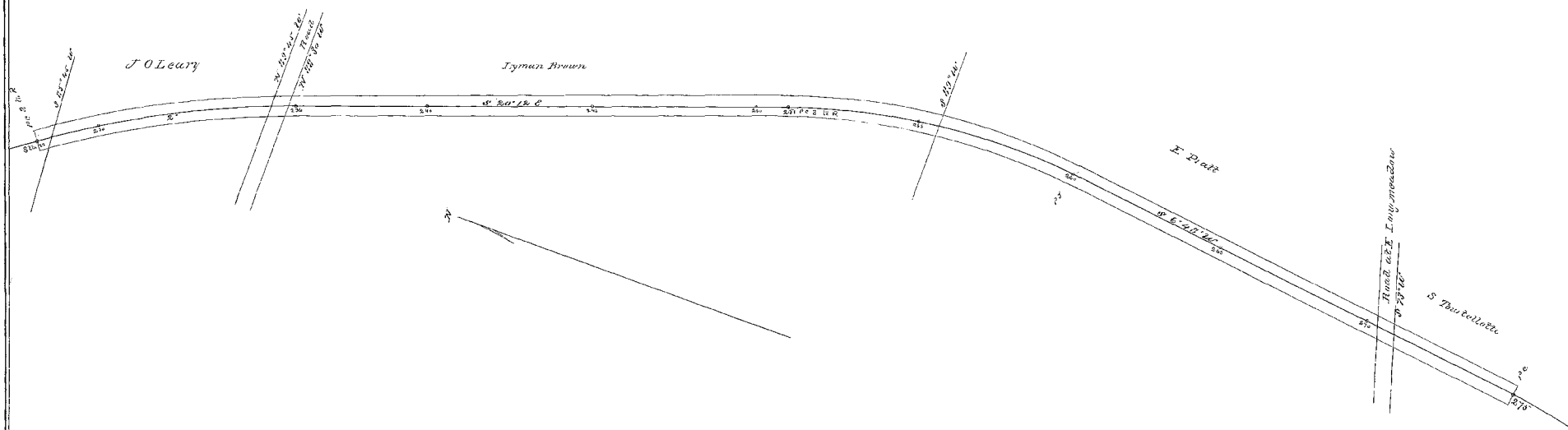


# ALIGNMENT

| Sta. to Sta.     | Degree<br>of<br>Curve | Number<br>of<br>Degrees | Length<br>of<br>Curve | Length<br>of<br>Tangent | Course      |
|------------------|-----------------------|-------------------------|-----------------------|-------------------------|-------------|
| 225.00 to 236.00 | 2° 20' R              | 16°                     | 800                   | 1800                    | S 20° 12' E |
| 236.00 to 251.00 | 3° 20' R              | 27°                     |                       | 1800                    | S 6° 48' W  |

# LAND TAKEN

| Sta. to Sta.     | Width<br>of<br>Right<br>of<br>Way | Length<br>of<br>Centre<br>Line | Owner's Name  |
|------------------|-----------------------------------|--------------------------------|---------------|
| 225.00 to 236.00 | 2 Rods                            | 641                            | J O Leary     |
| 236.00 to 251.00 | "                                 | 80                             | Road          |
| 251.00 to 255.00 | "                                 | 180                            | Lyman Brown   |
| 255.00 to 270.00 | "                                 | 1470                           | E Pratt       |
| 270.00 to 275.00 | "                                 | 50                             | Road          |
| 275.00 to 278.00 | "                                 | 400                            | S Tourtelotte |





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Springfield & New London Railroad

### ***Date Recorded***

5/24/1875

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### ***Towns located on Plan***

Longmeadow

### ***Roads located on Plan***

Rd

### ***Abutter Names located on Plan***

Tourtellotte,S

Fowler,LM

Burt,M

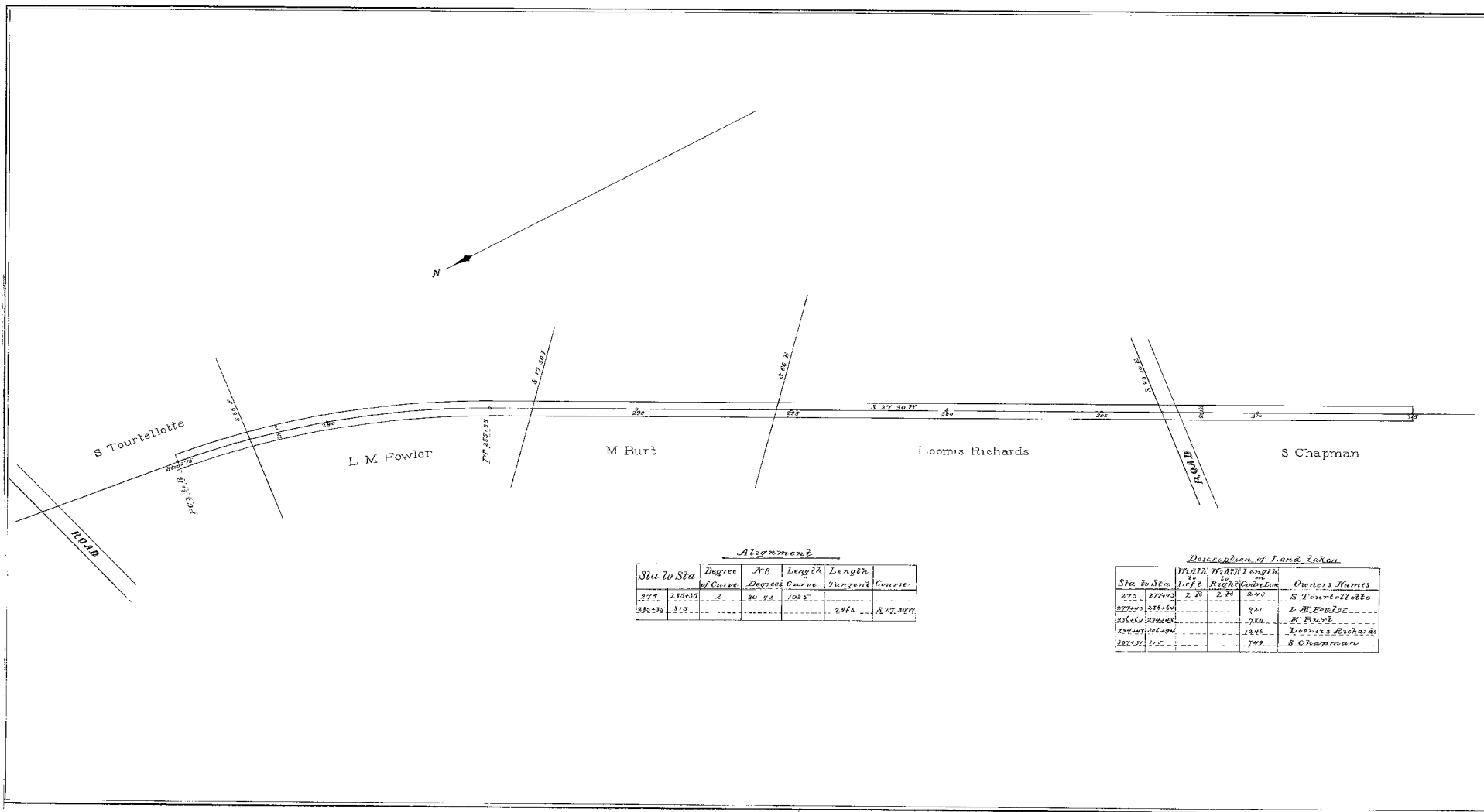
Richards,Loomis

Chapman,S

***Stations*** 275-315

### ***Landmarks located on Plan***





Alignment

| Sta to Sta   | Degree of Curve | PI     | Length of Curve | Length of Tangent | Course    |
|--------------|-----------------|--------|-----------------|-------------------|-----------|
| 273 - 275+35 | 2               | 20 1/2 | 103 8'          |                   |           |
| 275+35 - 315 |                 |        |                 | 276 5'            | N 27 30 W |

Description of Land Taken

| Sta to Sta      | Width of Right of Way | Width of Road | Length | Owner's Name    |
|-----------------|-----------------------|---------------|--------|-----------------|
| 273 - 275+35    | 2 1/2                 | 2 1/2         | 200    | S. Tourtellotte |
| 275+35 - 285+00 |                       |               | 92     | L. M. Fowler    |
| 285+00 - 295+00 |                       |               | 100    | M. Burt         |
| 295+00 - 305+00 |                       |               | 120    | Loomis Richards |
| 305+00 - 342    |                       |               | 147    | S. Chapman      |



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Springfield & New London Railroad

### ***Date Recorded***

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### ***Towns located on Plan***

Longmeadow

### ***Roads located on Plan***

Rd

### ***Abutter Names located on Plan***

Chapman,S

Lathrop,David

Ellis,SH

Goddard,Horatio

Wilcox,Geo

***Stations*** 315-350

### ***Landmarks located on Plan***

Shakers Church Family







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Springfield & New London Railroad

### ***Date Recorded***

5/24/1875

### ***Sheet***

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### ***Page***

9

### ***Towns located on Plan***

Longmeadow

### ***Roads located on Plan***

Rd

### ***Abutter Names located on Plan***

Wilcox, Geo

Curtis, George

Huun, Eratus

Colton, A (heirs)

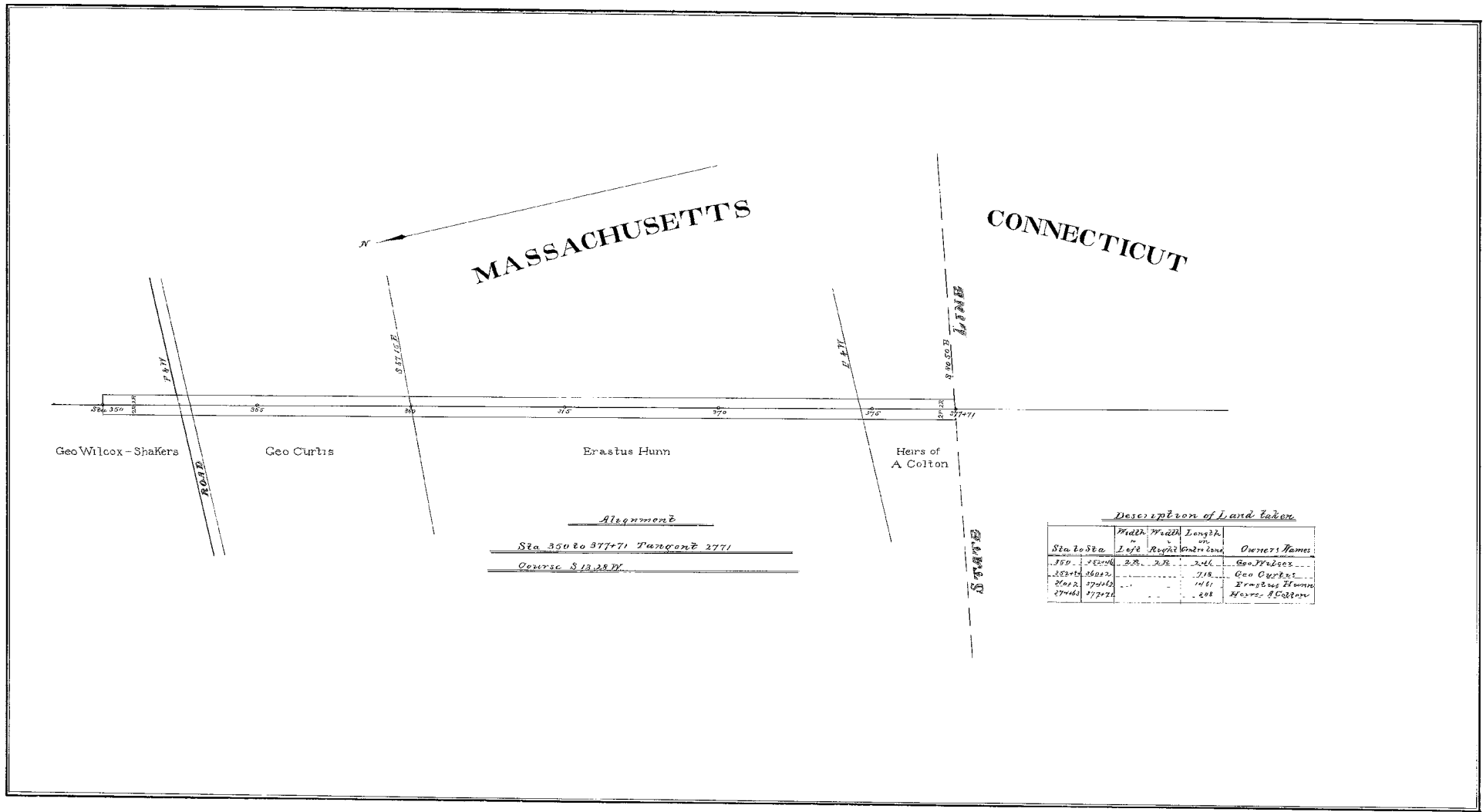
***Stations*** 350-377+71

### ***Landmarks located on Plan***

Shakers Church Family

Connecticut State Line





MASSACHUSETTS

CONNECTICUT

Geo Wilcox - Shakers

Geo Curtis

Erasmus Hunn

Heirs of  
A Colton

Alignment  
Sta 350 to 377+71 Tangent 2771  
Course S 13.28 W

Description of Land Taken

| Sta to Sta      | Width<br>Left | Width<br>Right | Length<br>Feet | Owner's Name      |
|-----------------|---------------|----------------|----------------|-------------------|
| 350 - 352+00    | 2.25          | 2.25           | 200            | Geo Wilcox        |
| 352+00 - 362+00 | ...           | ...            | 718            | Geo Curtis        |
| 362+00 - 377+71 | ...           | ...            | 1461           | Erasmus Hunn      |
| 377+71 - 380+00 | ...           | ...            | 228            | Heirs of A Colton |





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Springfield & New London Railroad

### ***Date Recorded***

12/31/1875

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### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Cover Sheet



PLANS

OF

**AMENDED LOCATION**

OF

SPRINGFIELD & NEW LONDON R. R. .

1875



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Springfield & New London Railroad

### ***Date Recorded***

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### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Amended Location



Commonwealth of Massachusetts.

Hampden SS.

Map of the location, from the north side of Mill River to the Springfield, Athol, and Northampton Railroad, filed in the office of the Clerk of the County Commissioners.

Nov 8<sup>th</sup> 1875

Attest Robert O. Morris Clerk

At a meeting of the Board of Directors of the Springfield and New London Railroad Company held in Springfield Mass June 26<sup>th</sup> 1875, the Engineers submitted this Map of the Amended Definite Location of the Springfield and New London Railroad in the County of Hampden, State of Massachusetts, from the North line of the State of Connecticut to the North Shore of Mill River in Springfield -

ORDERED - That said Map be signed by a majority of the Directors and countersigned by the Clerk, and that the same be filed with the Commissioners of the County of Hampden as the Amended Location of the Springfield and New London Railroad in the County of Hampden, State of Massachusetts, between said two points.

At a meeting of the Board of Directors of the Springfield and New London Railroad Company held in Springfield, Mass Oct 9<sup>th</sup> 1875, the Engineers submitted this Map of the Amended Definite Location of the Springfield and New London Railroad in the County of Hampden, State of Massachusetts, from the North Shore of Mill River to a point on the Springfield, Athol and Northampton Railroad in Springfield -

ORDERED - That said Map be signed by a majority of the Directors and countersigned by the Clerk, and that the same be filed with the Commissioners of the County of Hampden as the Amended Location of the Springfield and New London Railroad in the County of Hampden, State of Massachusetts, between said two points.

D. L. Harris, Clerk

Gurdon Bill  
Marion & Tourtellott  
Horace Smith  
James Kirkham  
Virgil Perkins  
Henry Fuller Jr.  
J. Massett  
Emerson Night  
E. L. Correll  
Richard Smith  
J. J. Jones

President

Directors

Geo H. Arms  
Ch. Eng

D. L. Harris, Clerk  
Gurdon Bill  
J. J. Jones  
Marion & Tourtellott  
J. Massett  
Henry Fuller Jr.  
James Kirkham  
H. P. Phelps  
Horace Smith  
E. L. Correll  
Emerson Night  
C. H. Chapin

President

Directors

Geo H. Arms, Chief Engineer

Commonwealth of Massachusetts

Hampden SS

Map of location from Conn line to north side of Mill R.

Filed in the office

of the Clerk of the County  
Commissioners June 28<sup>th</sup>

A.D 1875

Attest Robert O. Morris  
Clerk

Sept 28, 1875. Approved under the provisions of  
Chapter 135, Acts of 1875

Mr. Knapp,  
Clerk of Bd of R.R. Commissioners



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Springfield & New London Railroad

### **Date Recorded**

12/31/1875

### **Shelf**

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### **Page**

3

### **Towns located on Plan**

Springfield

### **Roads located on Plan**

St James Ave

Bay St

Andrew St

### **Abutter Names located on Plan**

Thompson, JM

Sacket, Justin

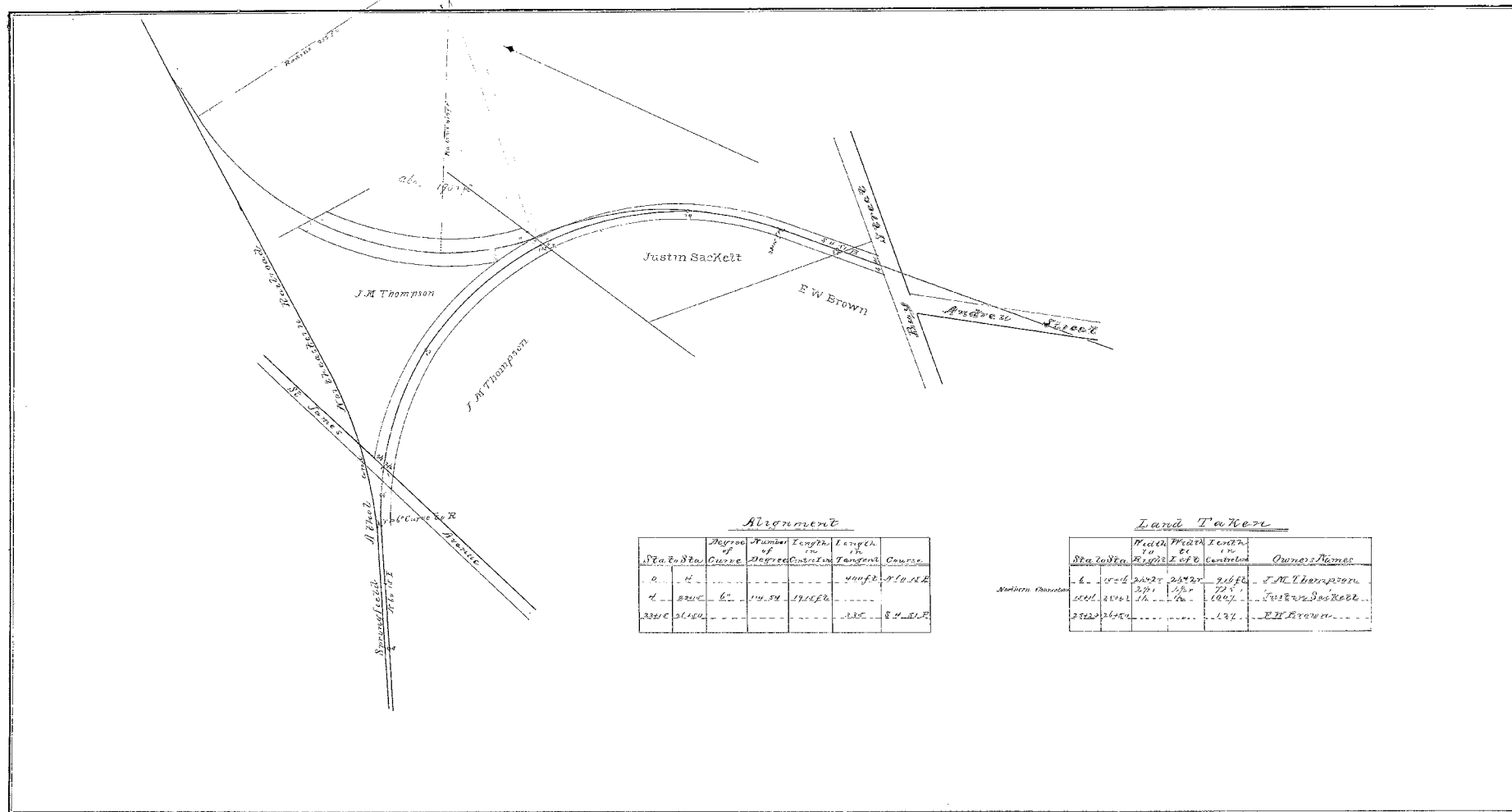
Brown, EW

### **Landmarks located on Plan**

Springfield, Athol & Northeastern RR

### **Stations**

0-25



Alignment

| Sta to Sta | Angle of Curve | Radius of Curve | Length of Curve | Length of Tangent | Course      |
|------------|----------------|-----------------|-----------------|-------------------|-------------|
| A - H      | 6°             | 114.54          | 17.45 ft        | 40.45 ft          | N 10° 15' E |
| H - C      | 6°             | 114.54          | 17.45 ft        | 40.45 ft          | S 10° 15' E |

Land Taken

| Sta to Sta | Width of Right of Way | Width of Easement | Width of Easement | Owner's Name   |
|------------|-----------------------|-------------------|-------------------|----------------|
| A - H      | 26.25                 | 26.25             | 26.25             | J M Thompson   |
| H - C      | 26.25                 | 26.25             | 26.25             | Justin Sackelt |
| C - D      | 26.25                 | 26.25             | 26.25             | E W Brown      |



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Springfield & New London Railroad

### **Date Recorded**

12/31/1875

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### **Towns located on Plan**

Springfield

### **Roads located on Plan**

Bay St

Andrew St

Boston Rd

Wilbraham Rd

Cotton St

Eastern Ave

### **Landmarks located on Plan**

Lake Como

### **Abutter Names located on Plan**

Howard, Eldridge E

Cowden, Henry

Taft, SM

Hall

Thurston

Egan, J

Clough

Elliott, DS

Forbush

Congdon, P

Southick

Siskron

Lee & Williams

Keith, Gershom

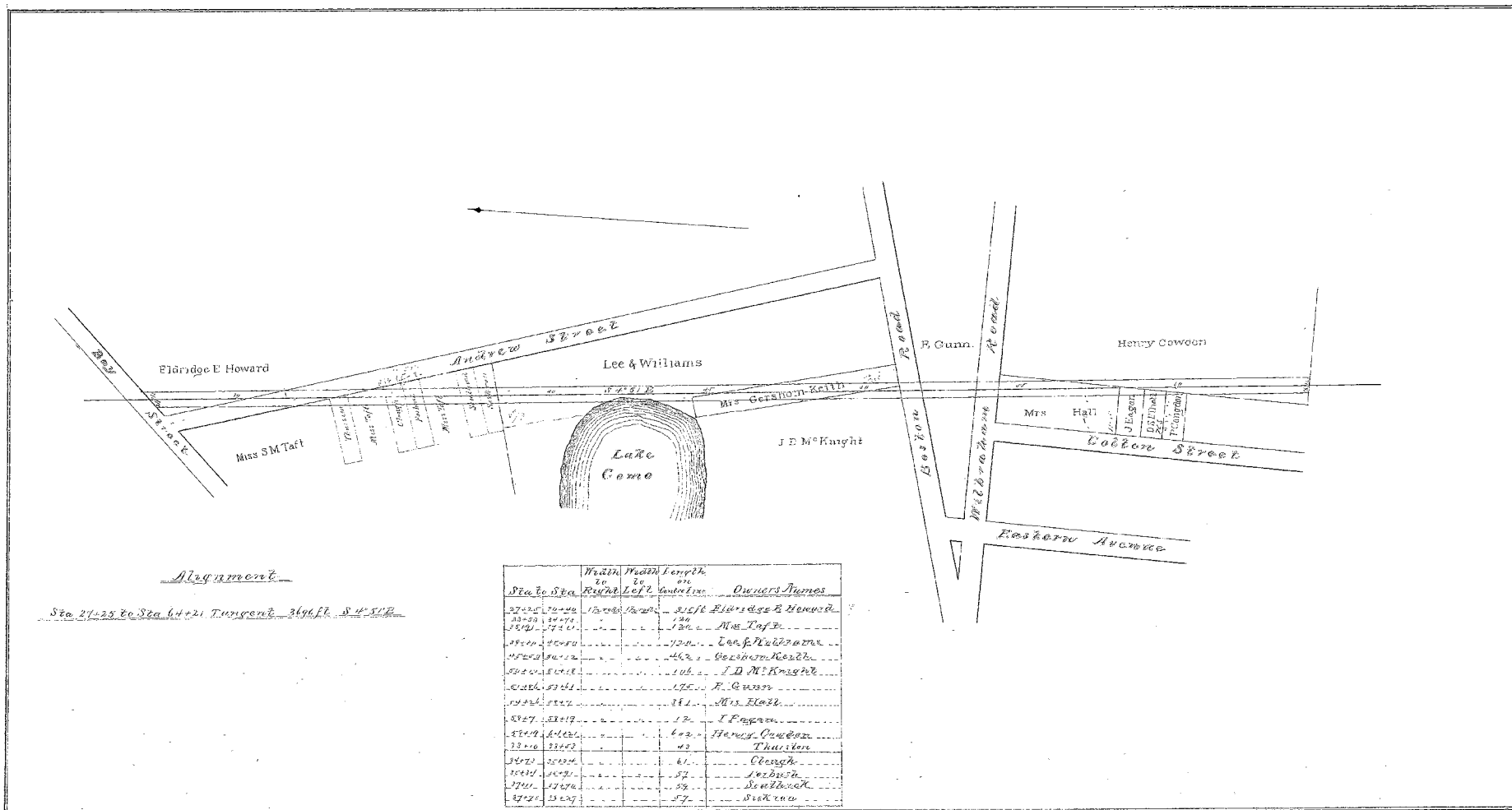
McKnight, JD

Gunn, E

### **Stations**

30-60

206/11/01







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Springfield & New London Railroad

### ***Date Recorded***

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### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

Alden St

Hickory St

### ***Abutter Names located on Plan***

Gunn, Williams

Gunn, Elisha

Ladd, FR

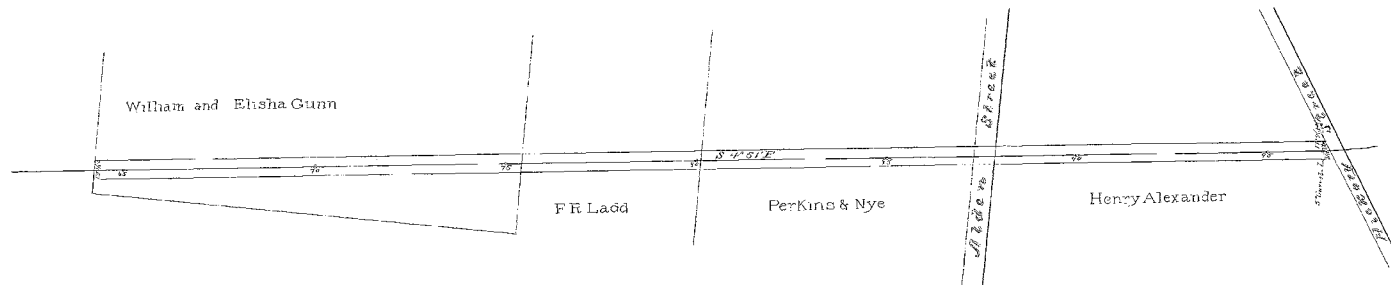
Perkins & Nye

Alexander, Henry

***Stations*** 65-96+47

### ***Landmarks located on Plan***





*Algonquian*

| Sta   | to Sta | Curve | Degree | Length | Length | Course  |
|-------|--------|-------|--------|--------|--------|---------|
| 64121 | 64122  |       |        |        | 3.246  | S 51° E |
| 64122 | 64123  |       | 75°    | 24'    | 1.182  |         |

*Land Taken*

| Sta   | to Sta | Width    | Width    | Length | Owners Names    |
|-------|--------|----------|----------|--------|-----------------|
| 64121 | 64122  | 1/2 rods | 1/2 rods | 1122   | M. & E. Gunn    |
| 64122 | 64123  | "        | "        | 469    | F. R. Ladd      |
| 64123 | 64124  | "        | "        | 716    | Perkins & Nye   |
| 64124 | 64125  | "        | "        | 887    | Henry Alexander |



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Springfield & New London Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

Hickory St

South Wilbraham Rd

### ***Abutter Names located on Plan***

Lyman,JF

Fuller,Howard

Fuller,Wm(heirs)

Cook,Eli

Kimberly,J

Lyman,EI

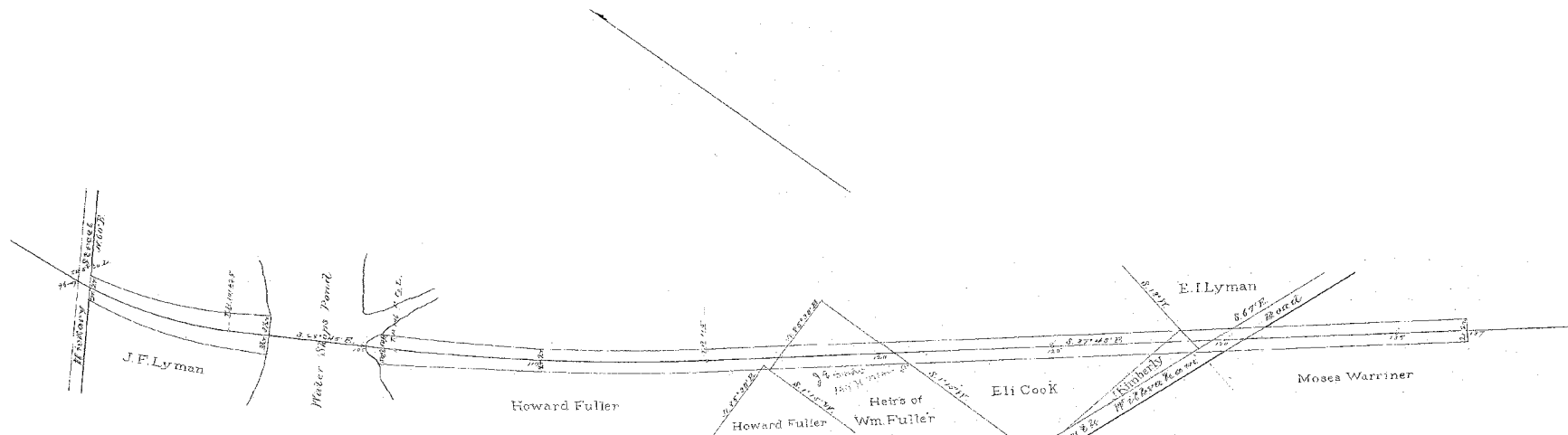
Warriner,Moses

***Stations***   96+47-137

### ***Landmarks located on Plan***

Water Shops Pond





Alignment

| Station | Angle of Curve | Radius | Length of Curve | Length of Tangent |
|---------|----------------|--------|-----------------|-------------------|
| 100+00  | 5°             | 23.54  | 115.18          |                   |
| 100+00  | 15.6           |        |                 | 115.18            |
| 100+00  | 15.6           | 23.54  | 115.18          |                   |
| 100+00  | 11.7           |        |                 | 22.52             |

Land Taken

| Station | Width to Left | Width to Right | Length of Right of Way | Owner's Name   |
|---------|---------------|----------------|------------------------|----------------|
| 100+00  | 22.00         | 22.00          | 44.00                  | J.F. Lyman     |
| 100+00  | 22.00         | 22.00          | 44.00                  | Moser Pond     |
| 100+00  | 22.00         | 22.00          | 44.00                  | Howard Fuller  |
| 100+00  | 22.00         | 22.00          | 44.00                  | Eli Cook       |
| 100+00  | 22.00         | 22.00          | 44.00                  | E. Lyman       |
| 100+00  | 22.00         | 22.00          | 44.00                  | Moser Warriner |



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Springfield & New London Railroad

### **Date Recorded**

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### **Towns located on Plan**

Springfield

### **Roads located on Plan**

Sumner Ave

### **Abutter Names located on Plan**

Warriner, Moses

Kimberly, J

Brown, EN

Smith, Samuel

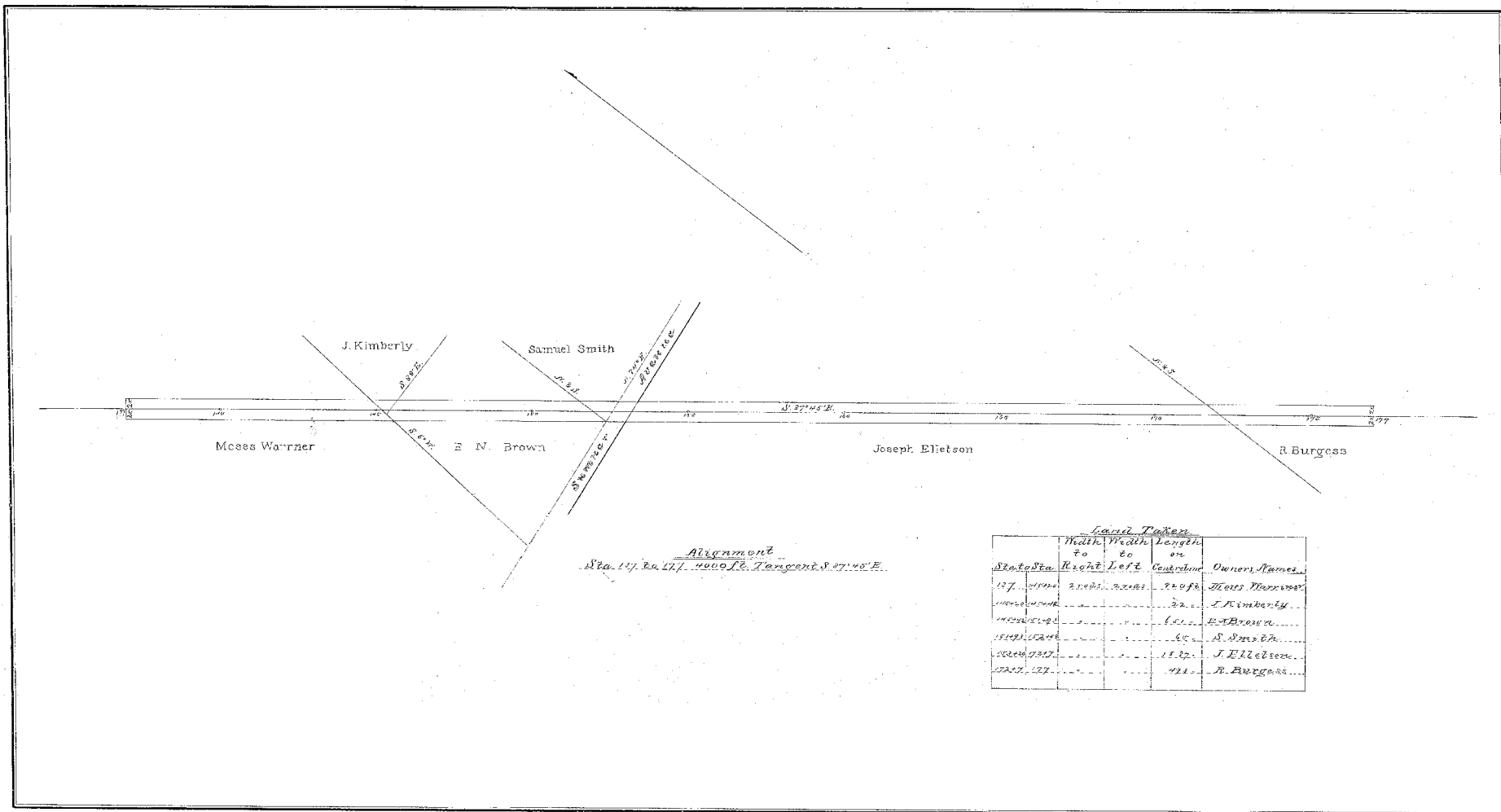
Elletson, Joseph

Burgess, R

### **Landmarks located on Plan**

### **Stations**

137-177



| Land Taken |        |                |               |                   |                 |
|------------|--------|----------------|---------------|-------------------|-----------------|
| Sta.       | Sta.   | Width to Right | Width to Left | Length on Contour | Owner's Name    |
| 127.20     | 127.40 | 22.00          | 22.00         | 22.00             | Moses Warrner   |
| 127.40     | 127.60 | 22.00          | 22.00         | 22.00             | J. Kimberly     |
| 127.60     | 127.80 | 22.00          | 22.00         | 22.00             | E. N. Brown     |
| 127.80     | 130.00 | 22.00          | 22.00         | 22.00             | Joseph Elietson |
| 130.00     | 132.00 | 22.00          | 22.00         | 22.00             | R. Burgess      |



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Springfield & New London Railroad

### ***Date Recorded***

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### ***Towns located on Plan***

Springfield

Longmeadow

### ***Roads located on Plan***

Longmeadow Rd

R M Coolerys La

### ***Abutter Names located on Plan***

Burgess, R

Burt, Lucius

Lombard, N

Dickinson, IP

Calkins, Abel H

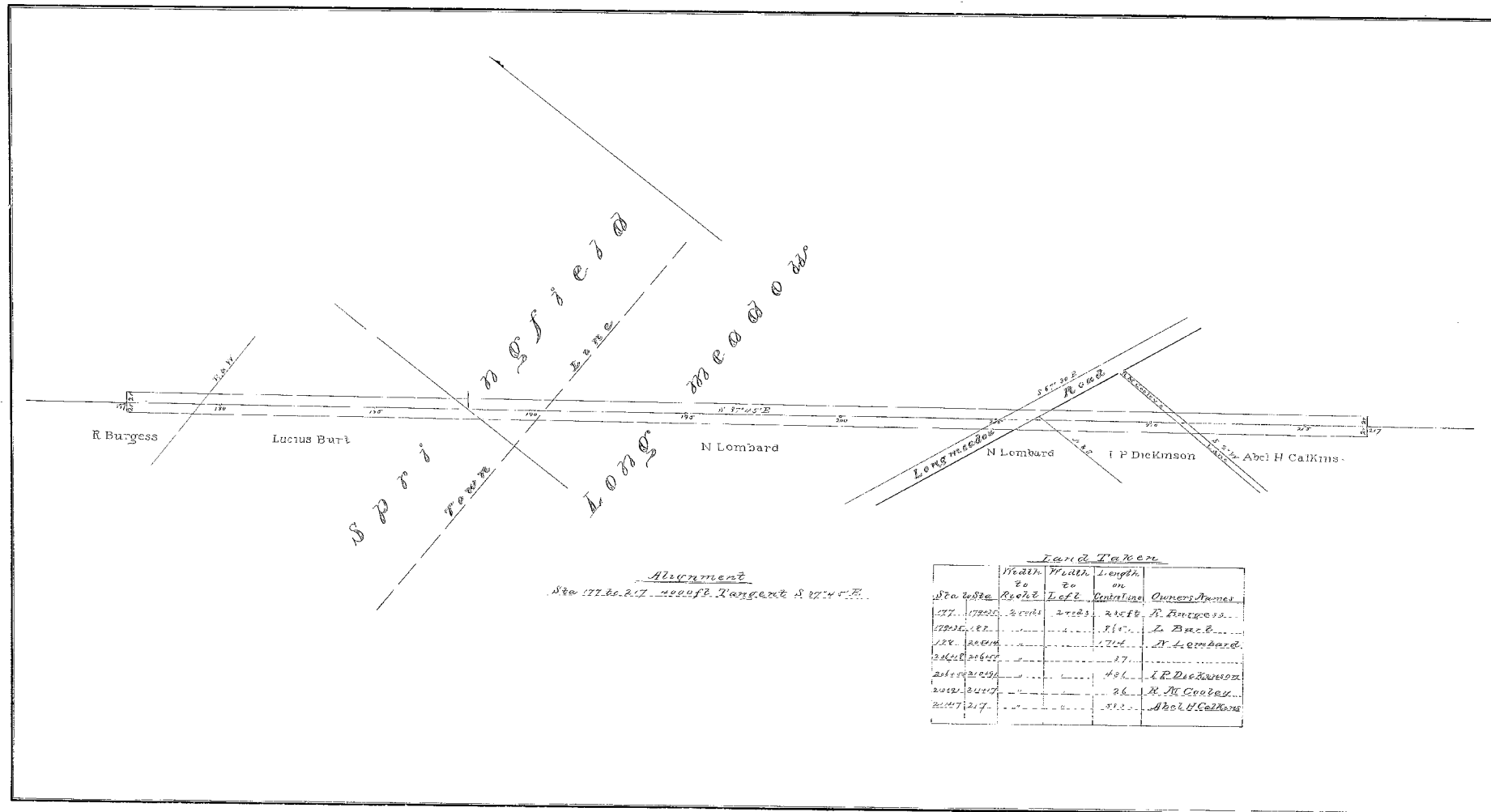
***Stations*** 177-217

### ***Landmarks located on Plan***

Longmeadow Town Line

Town Line









## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Springfield & New London Railroad

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### ***Towns located on Plan***

Longmeadow

### ***Roads located on Plan***

Rd

### ***Abutter Names located on Plan***

Calkins, Abel H

Hurlburt, JR

Pease, H

Tinkham, LB

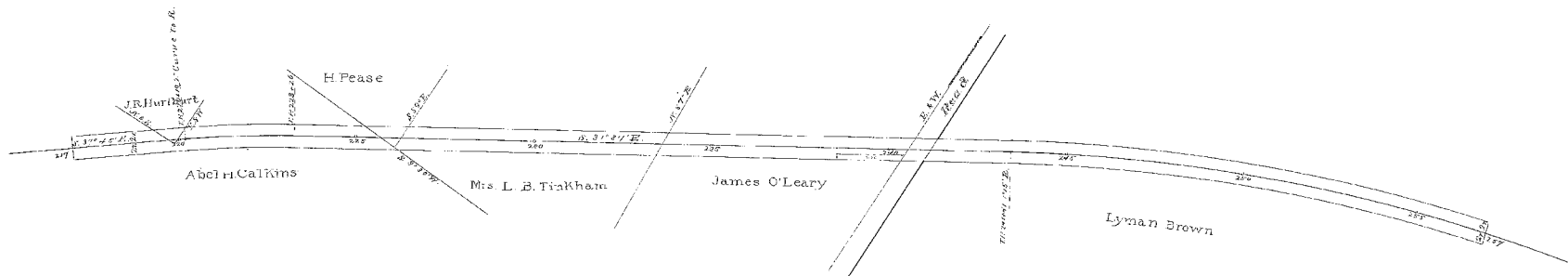
Oleary, James

Brown, Lyman

***Stations*** 217-257

### ***Landmarks located on Plan***





Alignment

Sta. 217 to 220+19 195 ft Tangent S. 27° 15' E.  
 " 220+19 - 222+26 2° Curve 407 ft.  
 " 222+26 - 224+24 220 ft Tangent S. 27° 15' E.  
 " 224+24 - 227 --- 1° 15' Curve 1332 ft.

Land Taken

| Station          | Width<br>to<br>Right | Width<br>to<br>Left | Length<br>ft | Owner's Name       |
|------------------|----------------------|---------------------|--------------|--------------------|
| 217 to 220+19    | 2200                 | 2200                | 195          | Abel H. Calkins    |
| 220+19 to 222+26 | ---                  | ---                 | 407          | J. B. Pease        |
| 222+26 to 224+24 | ---                  | ---                 | 220          | Mrs. L. B. Tinkham |
| 224+24 to 227    | ---                  | ---                 | 1332         | James O'Leary      |
| 227              | ---                  | ---                 | ---          | Lyman Brown        |



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Springfield & New London Railroad

### **Date Recorded**

12/31/1875

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### **Towns located on Plan**

Longmeadow

### **Roads located on Plan**

Longmeadow Rd

**Stations** 257-297

### **Landmarks located on Plan**

### **Abutter Names located on Plan**

Brown,L

Vining,WO

Pratt,E

Crane

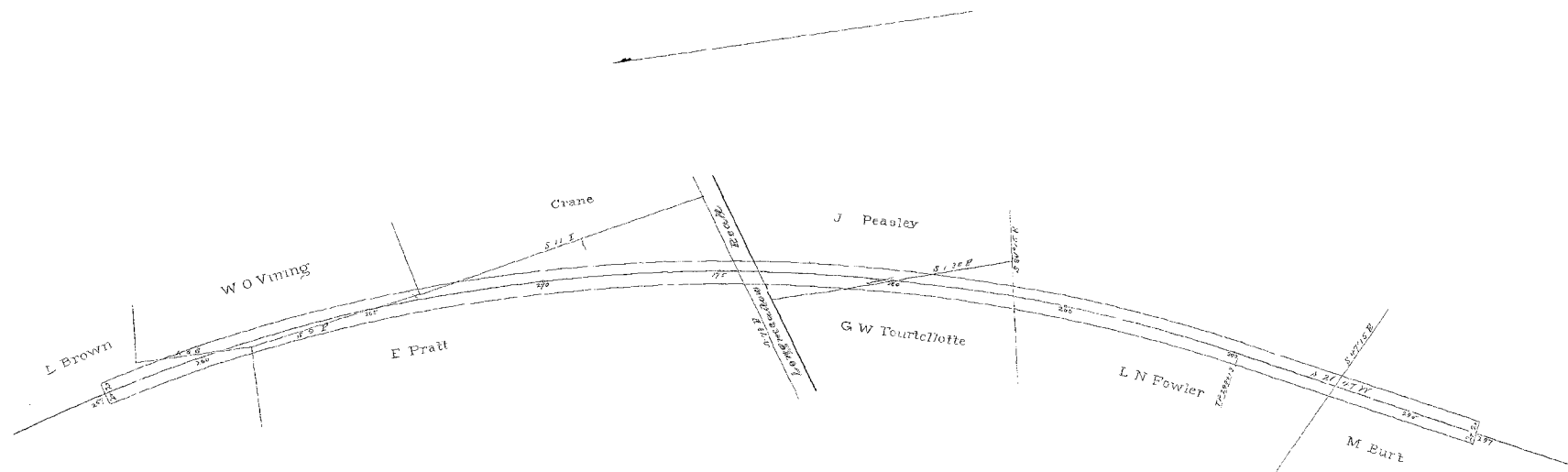
Peasley,J

Tourtellotte,GW

Fowler,LN

Burt,M





Alignment  
 Sta 257 to 290+12 L's Curve 3312 ft.  
 Sta 290+12 to 297+00 L's Curve 3312 ft.

| Locust Trestle   |             |              |              |                   |
|------------------|-------------|--------------|--------------|-------------------|
| Station          | Width<br>ft | Height<br>ft | Length<br>ft | Owner's Name      |
| 257+00 to 257+12 | 2           | 2            | 12           | L. Brown          |
| 257+12 to 257+24 | 2           | 2            | 12           | W. O. Vining      |
| 257+24 to 257+36 | 2           | 2            | 12           | J. Peasley        |
| 257+36 to 257+48 | 2           | 2            | 12           | G. W. Tourtelotte |
| 257+48 to 257+60 | 2           | 2            | 12           | L. N. Fowler      |
| 257+60 to 257+72 | 2           | 2            | 12           | M. Burt           |



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Springfield & New London Railroad

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### ***Towns located on Plan***

Longmeadow

### ***Roads located on Plan***

Rd

### ***Abutter Names located on Plan***

Burt,M

Richards,L

Chapman,S

Lathrop,D

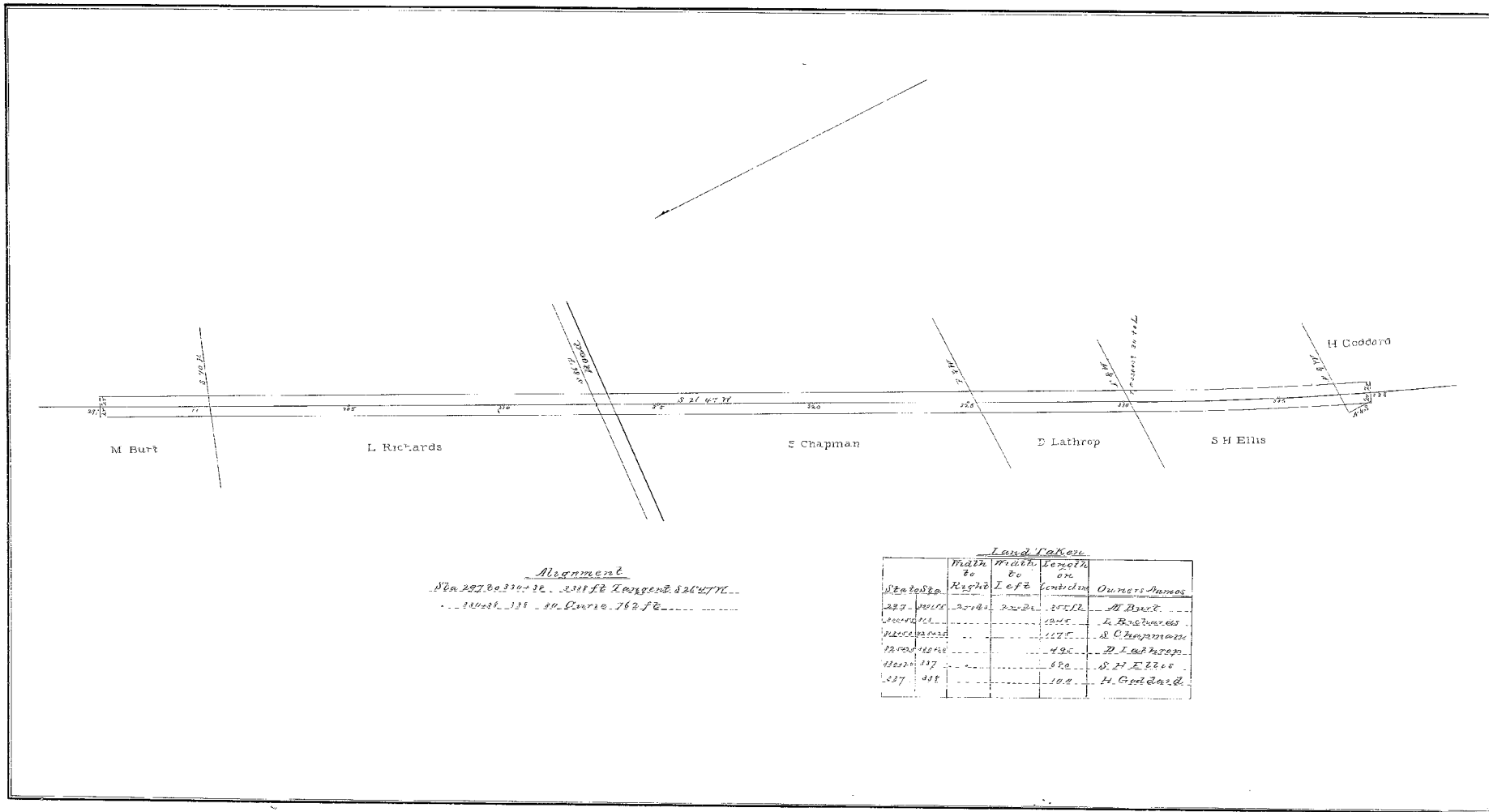
Ellis, SH

Goddard,H

***Stations*** 297-338

### ***Landmarks located on Plan***







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Springfield & New London Railroad

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### ***Towns located on Plan***

Longmeadow

### ***Roads located on Plan***

Rd

### ***Abutter Names located on Plan***

Ellis,SH

Goddard,H

Church Family Shakers

Curtis,George

Hunn,E

Cotton,Alvah(heirs of)

***Stations*** 338-384

### ***Landmarks located on Plan***

Connecticut State Line



# Massachusetts

H. Coddard

S H E L L S

SH Ellis

Church Family Shakers

George Curtis

E. Hunn

Heirs of  
Alvah Colton

Efficient

[illegible]

## Alignment

Sta 338.20 - 355.498 30 Curve 1798 ft.

--- 255±98 392 --- 2669 ft. Tangent S 13° 59' W.

393. 394. 1° Curve 100 ft



At a meeting of the Board of Directors of the New London & Northern  
Railroad Company held at New London the fifteenth day of May 1881,  
the Engineer submitted the map of the location of the New London &  
Northern Railroad in the County of Hampshire and Part of Mass-  
achusetts from the north line of the State of Connecticut to the existing  
line between Hampshire & Hampshire County.

Ordered that said map be signed by a majority of the Board of  
Directors, and countersigned, by the Clerk, and that the same be filed  
with the R.R. Commissioners of Massachusetts in the office of the  
Clerk of the County of Hampshire, as the location of the New London  
& Northern Railroad in the County of Hampshire and Part of  
Massachusetts.

E. J. Tappan  
Engineer

Directors  
Wm. H. B. Bates  
Augustus Borah  
J. P. Harris  
A. W. Mumford  
Robert Cat  
George Hart  
Robert Cat

Commonwealth of Massachusetts.  
Hampden, ss. Clerk's Office of  
the County Commissioners.

Filed January 17<sup>th</sup> 1881  
Attest

Robert O. Morris Clerk.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New London Northern Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Monson

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Cover Sheet



Map of

**NEW LONDON NORTHERN RAILROAD**

in

**HAMPDEN COUNTY**

Scale 200 feet to inch.

1880



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New London Northern Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

12/31/1880   5   3

### ***Towns located on Plan***

Monson

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

***Stations***   0-665.80

### ***Landmarks located on Plan***

Right Of Way & Land Lines



## Right of Way and Land Lines

| Mile<br>on<br>Left | From<br>Station | To<br>Station | Mile<br>on<br>Right | Length<br>on<br>Center | Adjacent<br>Owner | No. of<br>Acres | Magnetic<br>Course of<br>Bound Line | Locality   | Mile<br>on<br>Left | From<br>Station | To<br>Station | Mile<br>on<br>Right | Length<br>on<br>Center | Adjacent<br>Owner | No. of<br>Acres | Magnetic<br>Course of<br>Bound Line | Locality   |
|--------------------|-----------------|---------------|---------------------|------------------------|-------------------|-----------------|-------------------------------------|------------|--------------------|-----------------|---------------|---------------------|------------------------|-------------------|-----------------|-------------------------------------|------------|
| 35.25              | 0               | 3.37 53       | 1.31                |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 35.25              | 0               | 3.37 53       | 1.31                |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 35.3               | 8.21            | 3.38 53       | 4.42                |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 35.3               | 8.21            | 3.38 53       | 4.42                |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 35.75              | 13.33           | 3.39 53       | 5.52                |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 35.75              | 13.33           | 3.39 53       | 5.52                |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 36.15              | 3.45 53         | 3.40 53       | 1.77                |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 36.15              | 3.45 53         | 3.40 53       | 1.77                |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 36.25              | 12.35           | 3.42 53       | 12.35               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 36.25              | 12.35           | 3.42 53       | 12.35               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 36.35              | 2.44 53         | 3.43 53       | 2.44                |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 36.35              | 2.44 53         | 3.43 53       | 2.44                |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 36.5               | 2.45 53         | 3.44 53       | 1.3                 |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 36.5               | 2.45 53         | 3.44 53       | 1.3                 |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 36.57              | 10.45 53        | 3.45 53       | 3.21                |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 36.57              | 10.45 53        | 3.45 53       | 3.21                |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 36.5               | 3.46 53         | 3.46 53       | 1.44                |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 36.5               | 3.46 53         | 3.46 53       | 1.44                |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.25              | 11.45 53        | 3.47 53       | 5.52                |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.25              | 11.45 53        | 3.47 53       | 5.52                |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.35              | 1.48 53         | 3.48 53       | 4.7                 |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.35              | 1.48 53         | 3.48 53       | 4.7                 |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.45              | 1.31 53         | 3.49 53       | 6.65                |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.45              | 1.31 53         | 3.49 53       | 6.65                |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.5               | 12.04 53        | 3.50 53       | 7.3                 |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.5               | 12.04 53        | 3.50 53       | 7.3                 |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line |
| 37.55              | 15.55 53        | 3.51 53       | 12.04               |                        | Major B. H. 1.43  | 1.43            | N 77° W                             | North Line | 37.55              | 15.55 53        | 3.51 53       | 1                   |                        |                   |                 |                                     |            |



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New London Northern Railroad

### ***Date Recorded***

12/31/1880

### ***Sheet***

5

### ***Page***

4

### ***Towns located on Plan***

Monson

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

***Stations*** 0-668.36

### ***Landmarks located on Plan***

Alignment



# ALIGNMENT

Variation of Needle 10° 10' W.

| Locality           | From Station | To Station | Distance | Angle of Curve | Radius of Curve | Magnetic Course of Tangent | Locality | From Station | To Station | Distance | Angle of Curve | Radius of Curve | Magnetic Course of Tangent | Locality |
|--------------------|--------------|------------|----------|----------------|-----------------|----------------------------|----------|--------------|------------|----------|----------------|-----------------|----------------------------|----------|
| State Line         | 0            | 1.55       | 1.55     |                |                 | N 45° 32' E                |          | 1.55         | 3.10       | 3.10     | 0° 00' N       | 3.10            | 3.10                       | 3.10     |
|                    | 1.55         | 7.05       | 5.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 3.10         | 7.05       | 3.95     | 11° 00' N      | 7.05            | 7.05                       | 7.05     |
|                    | 7.05         | 13.55      | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 7.05         | 13.55      | 6.50     | 2° 15' N       | 13.55           | 13.55                      | 13.55    |
|                    | 13.55        | 20.05      | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 13.55        | 20.05      | 6.50     | 2° 15' N       | 20.05           | 20.05                      | 20.05    |
|                    | 20.05        | 26.55      | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 20.05        | 26.55      | 6.50     | 2° 15' N       | 26.55           | 26.55                      | 26.55    |
|                    | 26.55        | 33.05      | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 26.55        | 33.05      | 6.50     | 2° 15' N       | 33.05           | 33.05                      | 33.05    |
|                    | 33.05        | 39.55      | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 33.05        | 39.55      | 6.50     | 2° 15' N       | 39.55           | 39.55                      | 39.55    |
|                    | 39.55        | 46.05      | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 39.55        | 46.05      | 6.50     | 2° 15' N       | 46.05           | 46.05                      | 46.05    |
|                    | 46.05        | 52.55      | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 46.05        | 52.55      | 6.50     | 2° 15' N       | 52.55           | 52.55                      | 52.55    |
|                    | 52.55        | 59.05      | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 52.55        | 59.05      | 6.50     | 2° 15' N       | 59.05           | 59.05                      | 59.05    |
| Buck's Crossing    | 59.05        | 65.55      | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 59.05        | 65.55      | 6.50     | 2° 15' N       | 65.55           | 65.55                      | 65.55    |
|                    | 65.55        | 72.05      | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 65.55        | 72.05      | 6.50     | 2° 15' N       | 72.05           | 72.05                      | 72.05    |
|                    | 72.05        | 78.55      | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 72.05        | 78.55      | 6.50     | 2° 15' N       | 78.55           | 78.55                      | 78.55    |
|                    | 78.55        | 85.05      | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 78.55        | 85.05      | 6.50     | 2° 15' N       | 85.05           | 85.05                      | 85.05    |
|                    | 85.05        | 91.55      | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 85.05        | 91.55      | 6.50     | 2° 15' N       | 91.55           | 91.55                      | 91.55    |
|                    | 91.55        | 98.05      | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 91.55        | 98.05      | 6.50     | 2° 15' N       | 98.05           | 98.05                      | 98.05    |
|                    | 98.05        | 104.55     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 98.05        | 104.55     | 6.50     | 2° 15' N       | 104.55          | 104.55                     | 104.55   |
|                    | 104.55       | 111.05     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 104.55       | 111.05     | 6.50     | 2° 15' N       | 111.05          | 111.05                     | 111.05   |
|                    | 111.05       | 117.55     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 111.05       | 117.55     | 6.50     | 2° 15' N       | 117.55          | 117.55                     | 117.55   |
|                    | 117.55       | 124.05     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 117.55       | 124.05     | 6.50     | 2° 15' N       | 124.05          | 124.05                     | 124.05   |
| B. Monson          | 124.05       | 130.55     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 124.05       | 130.55     | 6.50     | 2° 15' N       | 130.55          | 130.55                     | 130.55   |
|                    | 130.55       | 137.05     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 130.55       | 137.05     | 6.50     | 2° 15' N       | 137.05          | 137.05                     | 137.05   |
|                    | 137.05       | 143.55     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 137.05       | 143.55     | 6.50     | 2° 15' N       | 143.55          | 143.55                     | 143.55   |
|                    | 143.55       | 150.05     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 143.55       | 150.05     | 6.50     | 2° 15' N       | 150.05          | 150.05                     | 150.05   |
|                    | 150.05       | 156.55     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 150.05       | 156.55     | 6.50     | 2° 15' N       | 156.55          | 156.55                     | 156.55   |
|                    | 156.55       | 163.05     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 156.55       | 163.05     | 6.50     | 2° 15' N       | 163.05          | 163.05                     | 163.05   |
|                    | 163.05       | 169.55     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 163.05       | 169.55     | 6.50     | 2° 15' N       | 169.55          | 169.55                     | 169.55   |
|                    | 169.55       | 176.05     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 169.55       | 176.05     | 6.50     | 2° 15' N       | 176.05          | 176.05                     | 176.05   |
|                    | 176.05       | 182.55     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 176.05       | 182.55     | 6.50     | 2° 15' N       | 182.55          | 182.55                     | 182.55   |
|                    | 182.55       | 189.05     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 182.55       | 189.05     | 6.50     | 2° 15' N       | 189.05          | 189.05                     | 189.05   |
| Phoebe River       | 189.05       | 195.55     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 189.05       | 195.55     | 6.50     | 2° 15' N       | 195.55          | 195.55                     | 195.55   |
|                    | 195.55       | 202.05     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 195.55       | 202.05     | 6.50     | 2° 15' N       | 202.05          | 202.05                     | 202.05   |
|                    | 202.05       | 208.55     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 202.05       | 208.55     | 6.50     | 2° 15' N       | 208.55          | 208.55                     | 208.55   |
|                    | 208.55       | 215.05     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 208.55       | 215.05     | 6.50     | 2° 15' N       | 215.05          | 215.05                     | 215.05   |
|                    | 215.05       | 221.55     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 215.05       | 221.55     | 6.50     | 2° 15' N       | 221.55          | 221.55                     | 221.55   |
|                    | 221.55       | 228.05     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 221.55       | 228.05     | 6.50     | 2° 15' N       | 228.05          | 228.05                     | 228.05   |
|                    | 228.05       | 234.55     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 228.05       | 234.55     | 6.50     | 2° 15' N       | 234.55          | 234.55                     | 234.55   |
|                    | 234.55       | 241.05     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 234.55       | 241.05     | 6.50     | 2° 15' N       | 241.05          | 241.05                     | 241.05   |
|                    | 241.05       | 247.55     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 241.05       | 247.55     | 6.50     | 2° 15' N       | 247.55          | 247.55                     | 247.55   |
|                    | 247.55       | 254.05     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 247.55       | 254.05     | 6.50     | 2° 15' N       | 254.05          | 254.05                     | 254.05   |
| County line (M.D.) | 254.05       | 260.55     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 254.05       | 260.55     | 6.50     | 2° 15' N       | 260.55          | 260.55                     | 260.55   |
|                    | 260.55       | 267.05     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 260.55       | 267.05     | 6.50     | 2° 15' N       | 267.05          | 267.05                     | 267.05   |
|                    | 267.05       | 273.55     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 267.05       | 273.55     | 6.50     | 2° 15' N       | 273.55          | 273.55                     | 273.55   |
|                    | 273.55       | 280.05     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 273.55       | 280.05     | 6.50     | 2° 15' N       | 280.05          | 280.05                     | 280.05   |
|                    | 280.05       | 286.55     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 280.05       | 286.55     | 6.50     | 2° 15' N       | 286.55          | 286.55                     | 286.55   |
|                    | 286.55       | 293.05     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 286.55       | 293.05     | 6.50     | 2° 15' N       | 293.05          | 293.05                     | 293.05   |
|                    | 293.05       | 299.55     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 293.05       | 299.55     | 6.50     | 2° 15' N       | 299.55          | 299.55                     | 299.55   |
|                    | 299.55       | 306.05     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 299.55       | 306.05     | 6.50     | 2° 15' N       | 306.05          | 306.05                     | 306.05   |
|                    | 306.05       | 312.55     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 306.05       | 312.55     | 6.50     | 2° 15' N       | 312.55          | 312.55                     | 312.55   |
|                    | 312.55       | 319.05     | 6.50     | 2° 15'         | 2000.0          | N 45° 32' E                |          | 312.55       | 319.05     | 6.50     | 2° 15' N       | 319.05          | 319.05                     | 319.05   |

March 1880



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

New London Northern Railroad

### **Date Recorded**

12/31/1880

### **Shelf**

5

### **Page**

5

### **Towns located on Plan**

Monson

### **Roads located on Plan**

### **Abutter Names located on Plan**

Dunbar Estate

Smith, Jarvis

Smith, W

Smith, Walter

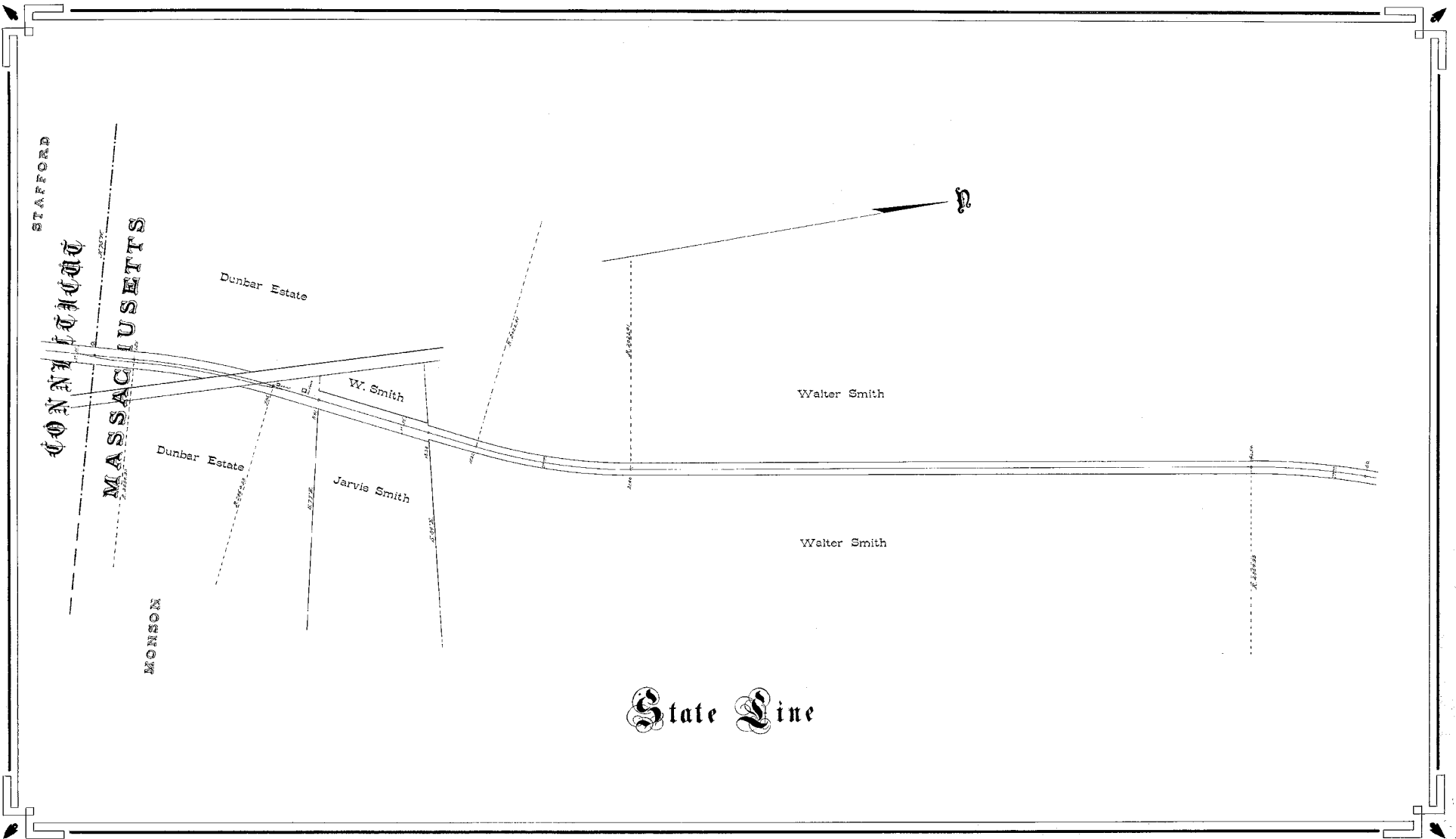
### **Landmarks located on Plan**

Connecticut/Massachusetts State  
Line

### **Stations**

0-50







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New London Northern Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Monson

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Smith, Walter

Squier, Madison

Needham, SS

Needham, Samuel S

King, Wm

Smith, R & M

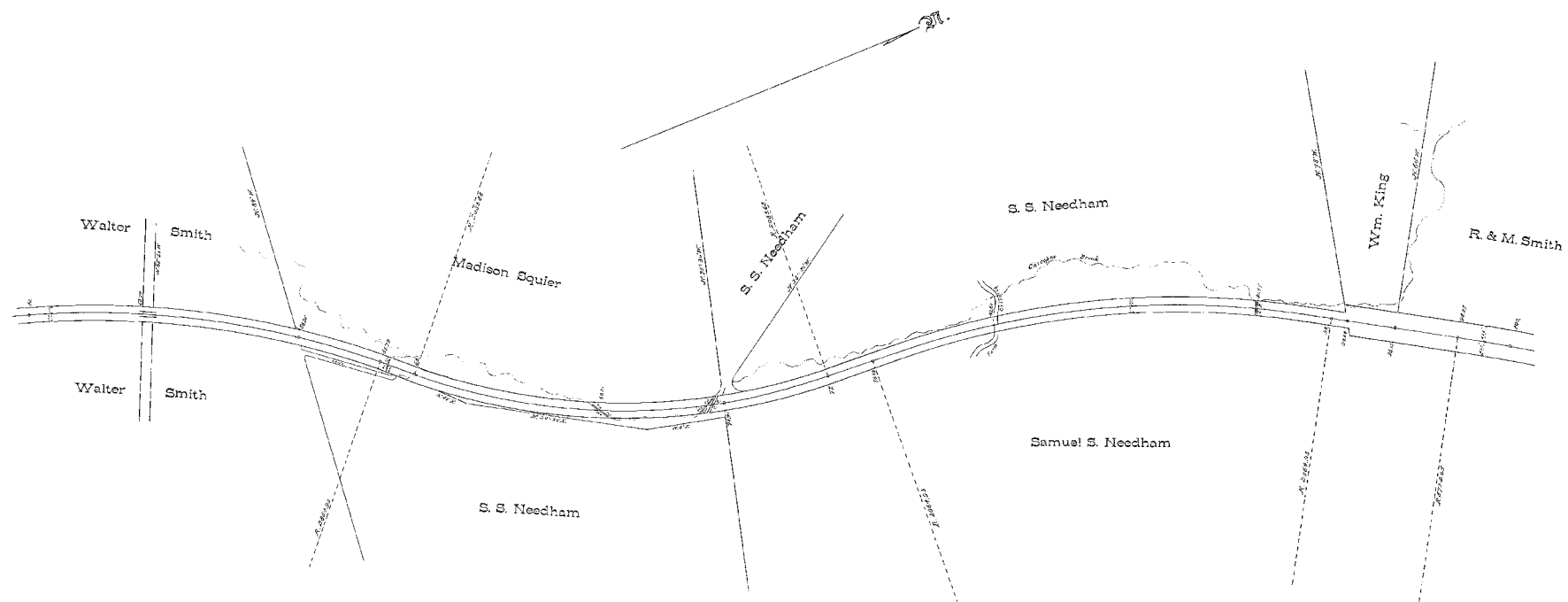
***Stations***   50-100

### ***Landmarks located on Plan***

Farm Crossing

Chicopee Brook







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New London Northern Railroad

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### ***Towns located on Plan***

Monson

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Needham, SS

Smith, R & M

John Hoar Estate

Hoar Estate

Blanchard, Alvin

Peck, Martin

### ***Stations*** 100-150

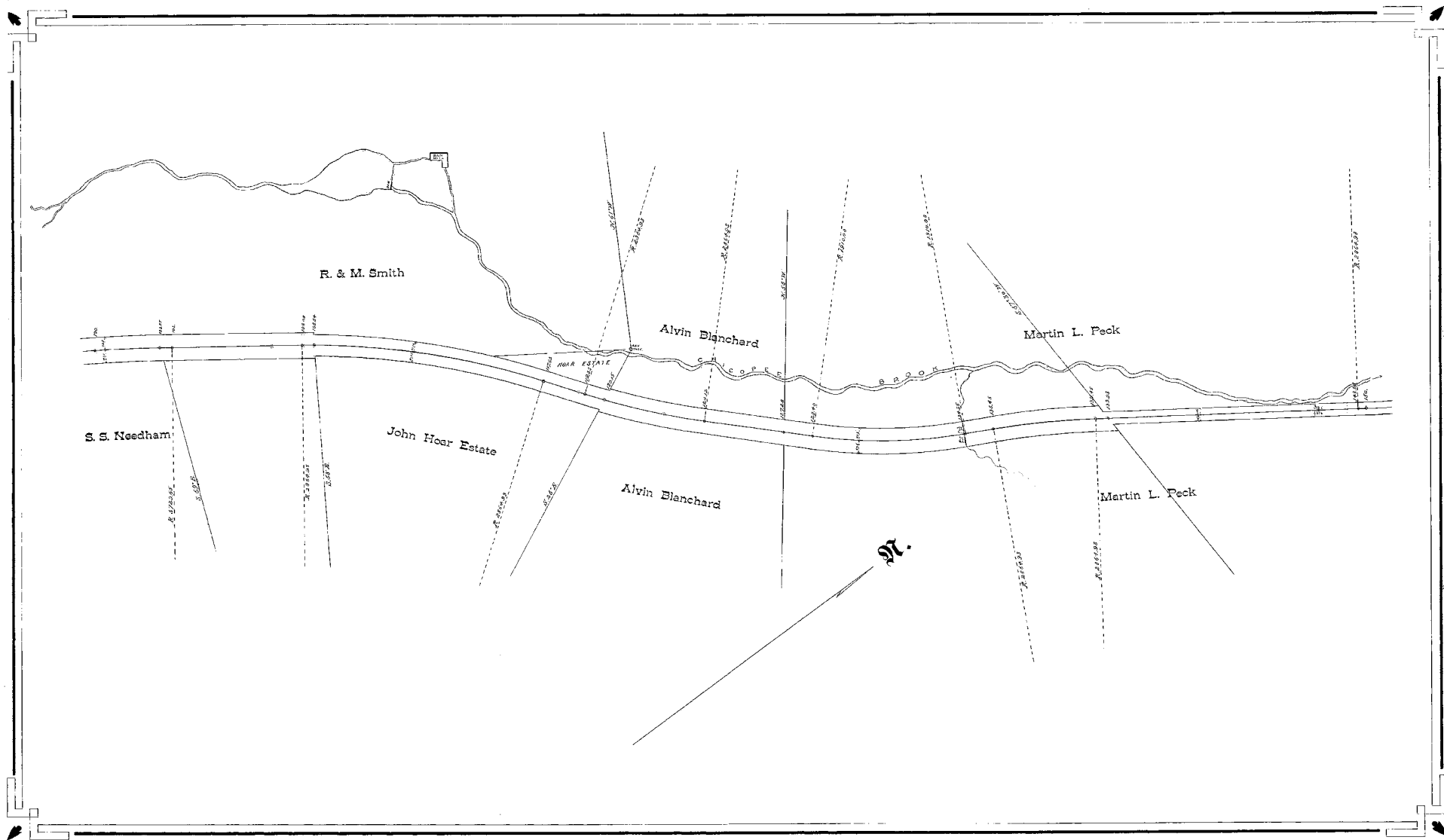
### ***Landmarks located on Plan***

Saw Mill/Dam

Ash Tree

Chicopee Brook







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New London Northern Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Monson

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Peck, ML

MLP

Robbins, IH

Robbins, Isaac H

IHR

Shaw, Austin

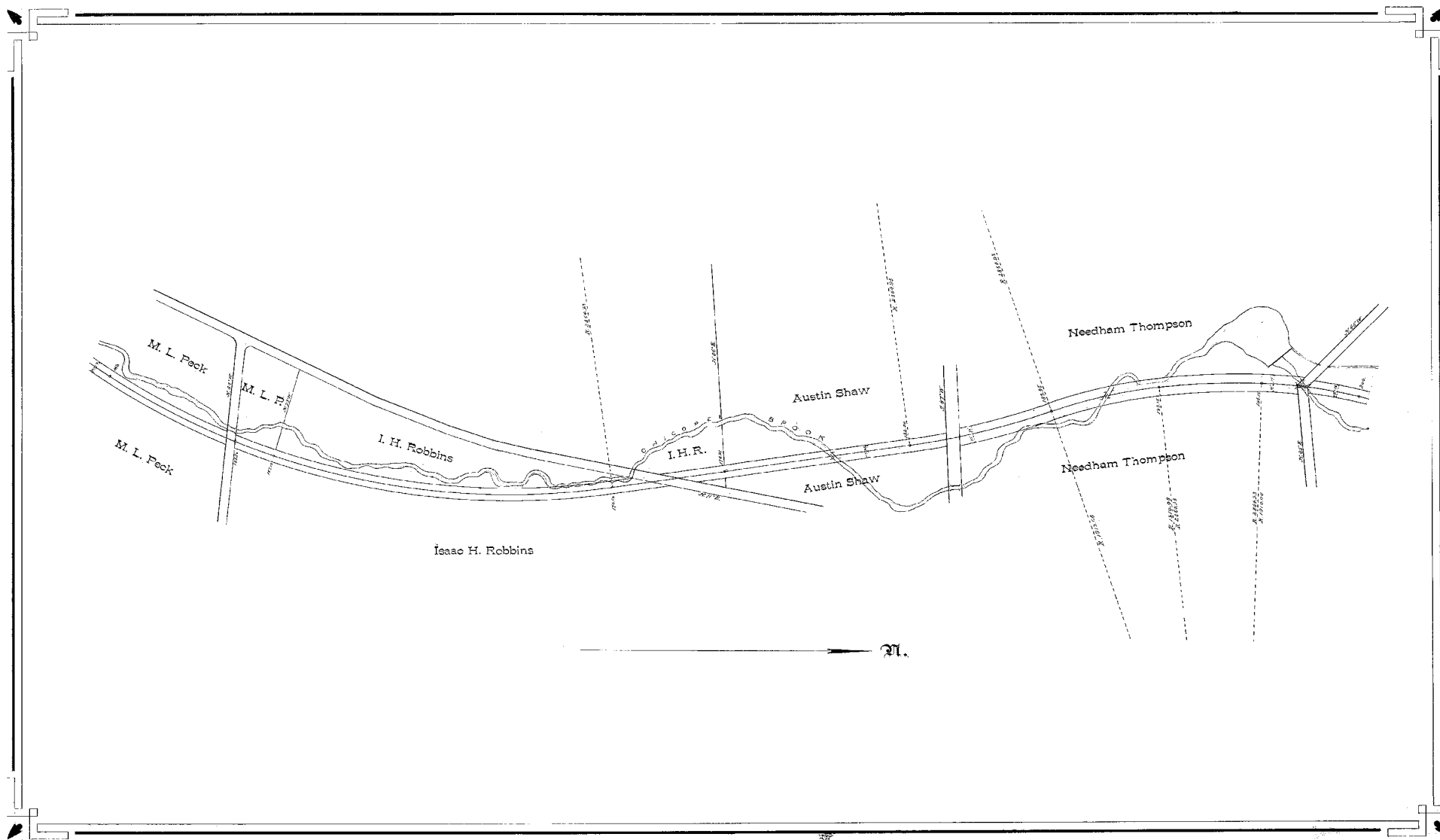
Thompson, Needham

***Stations***   150-200

### ***Landmarks located on Plan***

Chicopee Brook







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

New London Northern Railroad

### **Date Recorded    Sheet    Page**

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### **Towns located on Plan**

South Monson

### **Roads located on Plan**

Green St

Main St

**Stations**    200-250

### **Landmarks located on Plan**

Mill

Depot

Dam

DW Ellis & Sons Woollen Mill

Bank Wall

Dam

### **Abutter Names located on Plan**

Homes Jr,CW

Topliffe,Geo

Leonard,A

D W Ellis & Son

Reynolds,JLR

Dineen,John

Reynolds,JLR

Obrien,J

Obrien,T

Hughes,J

Green,DG

Ball,Albert A

Gould,P

Perrin,C

Moore,L

Green, DG

Webber

Green,DG

Bradway,W

Alden,Marcus

Lines,Tim

Nichols,S

Charles,W

Blanchard,N

Squier,Arba

Edson,F

Orcutt,J

Colburn,A

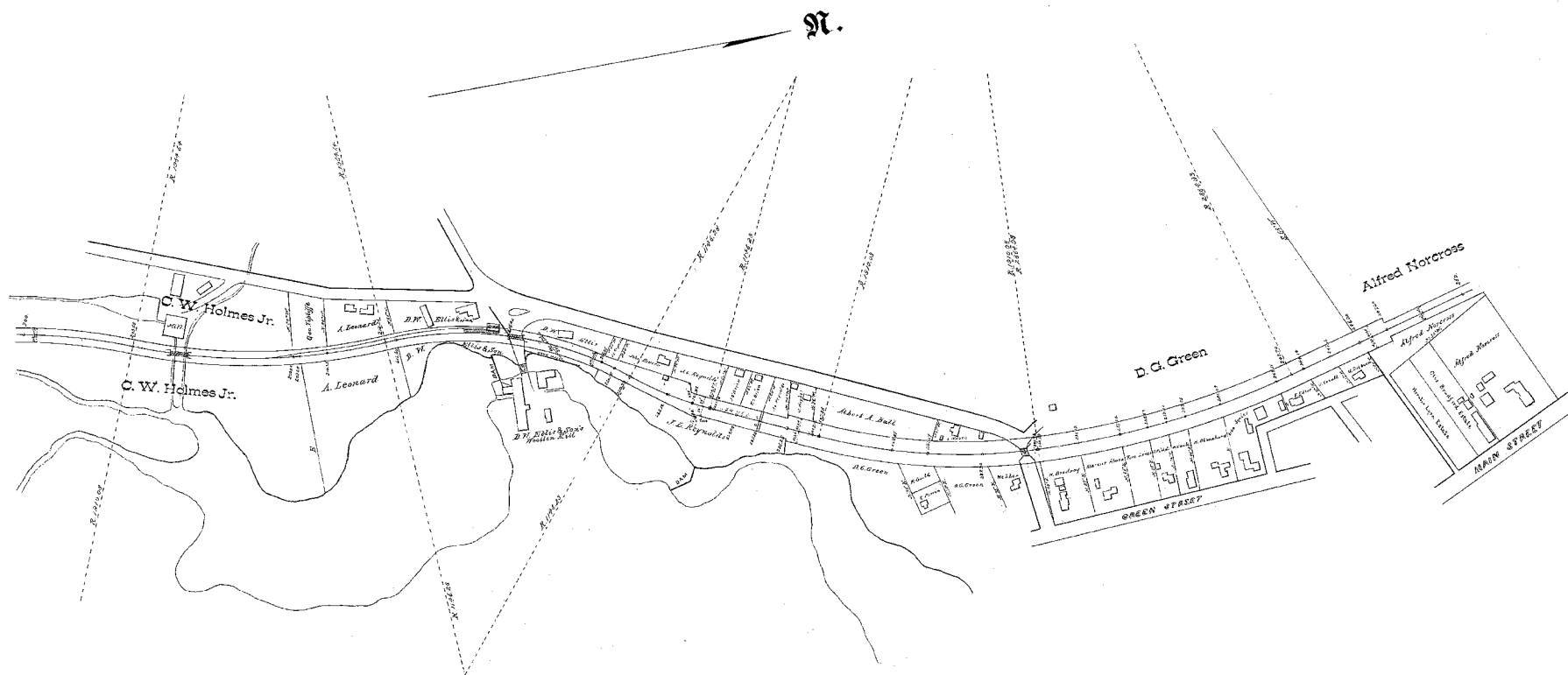
Norcross,Alfred

Horatio Lyon Estate

Otis Bradford Estate







# SOUTH MONSON



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

New London Northern Railroad

### **Date Recorded Shelf Page**

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### **Towns located on Plan**

Monson

### **Roads located on Plan**

South Main St  
North Main St  
Farm St

### **Abutter Names located on Plan**

|                |                |                  |                 |
|----------------|----------------|------------------|-----------------|
| Holmes,CW      | Coughlin,T     | Towne            | Anthony,J       |
| H Lyons Estate | Miller,HF      | Grout            | JW Smith Estate |
| Cushman,LG     | Green,DG       | Shaw             | Grady,JW        |
| Fay Jr,R       | King,A         | King             | W N Flynt & Co  |
| Merrick,CH     | W N Flynt & Co | Packard          | Thompson,A      |
| Pease,CM       | Towne,EE       | T Packard Estate | Grady, JW       |
| Day,BF         | Keefe,John     | Potter, DG       | Tufts,J         |
| Fenton,C       | Gallivan,T     | Gates,E          |                 |
| Ogrady,M       | Green,DG       | Holbrook         |                 |
| Holmes, CW     | Ryan,Mary      | Grady,JW         |                 |
| White,H        | Potter,DG      | Mariott,J        |                 |

### **Landmarks located on Plan**

|                |                |                        |
|----------------|----------------|------------------------|
| Monson Academy | Hotel          | Mill                   |
| Washington St  | Stable         | Saw                    |
| Greens Hall    | Chicopee Brook | Track to Flynts Quarry |
| Barton Block   | Farm Rd        |                        |
| Vestry Hill    | Coal Sheds     |                        |
| Depot          | Sand Shed      |                        |

**Stations** 250-300





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New London Northern Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Monson

North Monson

### ***Roads located on Plan***

La

### ***Abutter Names located on Plan***

Grady, JW

Wallace, Alfred

Wallace, A

Tufts, James

Day, HC

Beebe Manufacuring Co

Scanlan, John

Foskit, D

***Stations***   300-353

### ***Landmarks located on Plan***

Chicopee Brook

Saw & Grist Mill

Dam

Platform

Tenement House

Stone Mill

Barn

Coal

Old Mill

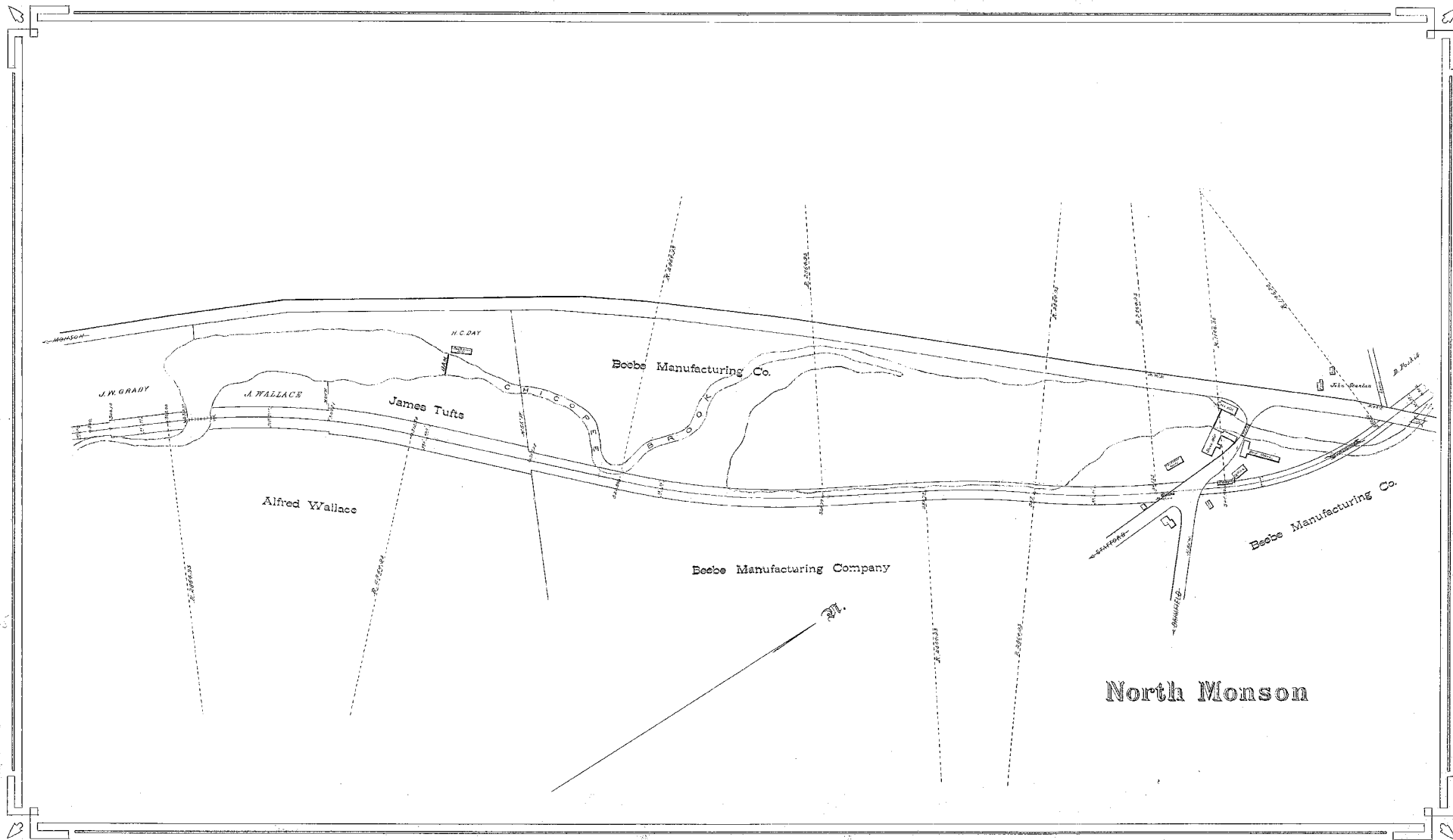
Office

Dry House

House

Barn







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New London Northern Railroad

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### ***Towns located on Plan***

North Monson

### ***Roads located on Plan***

***Stations***   353-400

### ***Landmarks located on Plan***

House

Barn

### ***Abutter Names located on Plan***

Foskit, Daniel

Maguire, John C

Leach, Willard

Bowers, Calvin

Stacy, J

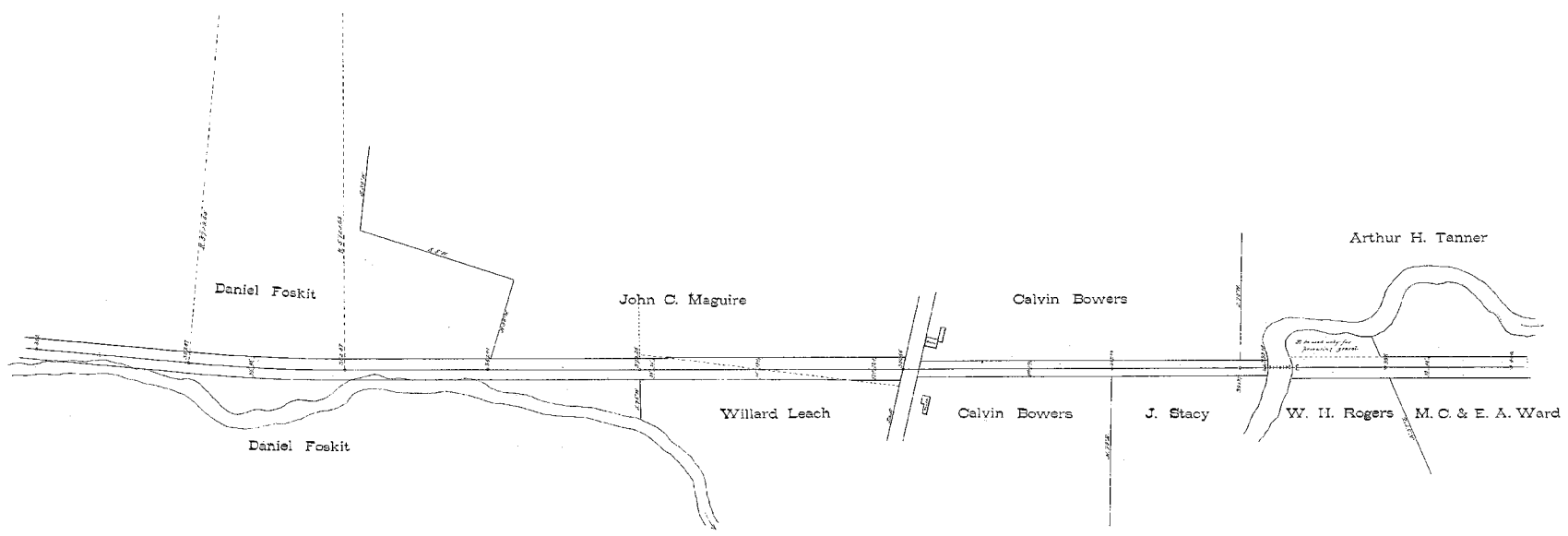
Tanner, Authur H

Rogers, WH

Ward, MC

Ward, EA





N.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New London Northern Railroad

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### ***Towns located on Plan***

North Monson

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Ward Sisters

Tanner, Auther H

Fay, Eli M

***Stations***   400-450

### ***Landmarks located on Plan***

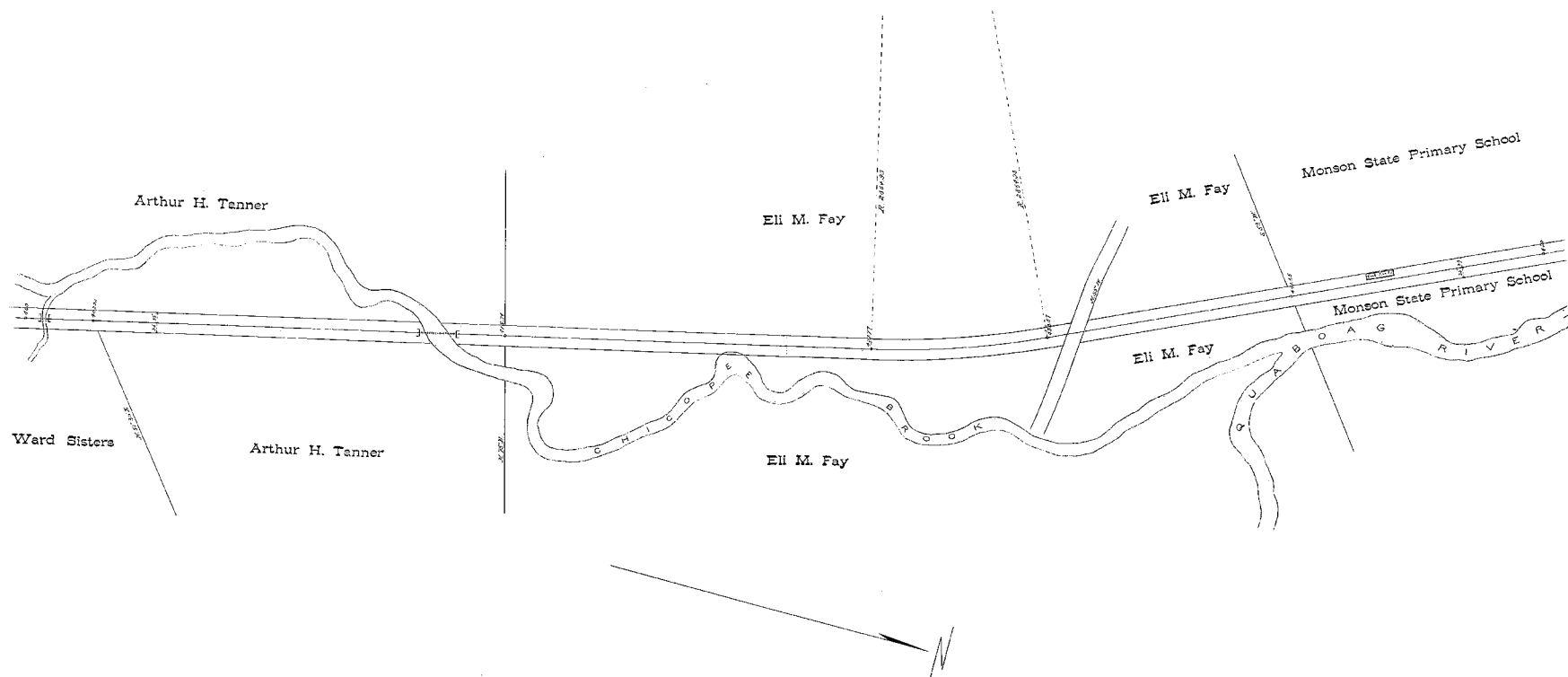
Chicopee Brook

Quaboag River

Monson State Primary School









## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

New London Northern Railroad

| <b>Date Recorded</b> | <b>Sheet</b> | <b>Page</b> |
|----------------------|--------------|-------------|
| 12/31/1880           | 5            | 14          |

### **Towns located on Plan**

Monson

Palmer

### **Roads located on Plan**

Fox Ave

Dublin St

South Main St

La

Doyles La

Bridge St

North Main St

St

**Stations** 450-503

### **Landmarks located on Plan**

Monson State Primary School

Quaboag River

Rail Shop

Tool Shop

Hat Shop

Coal House

Coal Sheds

Barn/House

Scism

WRRR Coal Bins

Car House

Wood Shed

Sand House

Engine House

House

Anique House

Depot

Hat Shop

Coal

Lumber

Stable

Sheds/Barn

Baptist Church

Freight House

Engine House

House

Ware River Freght House

Bleachery

Foundry

Planing Mill

### **Abutter Names located on Plan**

Parks, Estate

Marchard & Wing

Darling, David

Gaffney

Dewey, CE

Monahan, T

Dawson, J

Murphy, Pat

Lacey, John N

Dewey, CE

Kurtz, W

Sullivan, M

Calkins, Abel

Murphy, John

Weeks, Jos

Stone, MA

Finnerty, M

Mack, M

Wilder, W

Burns, M

Boston & Albany RR Co

Doyle, D

Priderble

Converse, John

Ware River RR

Goddard

Brown & Holbrook

Fisk Est

Smith, SW

Squire, JA

Sanders, H

Keyes, F

Egleston & Davis

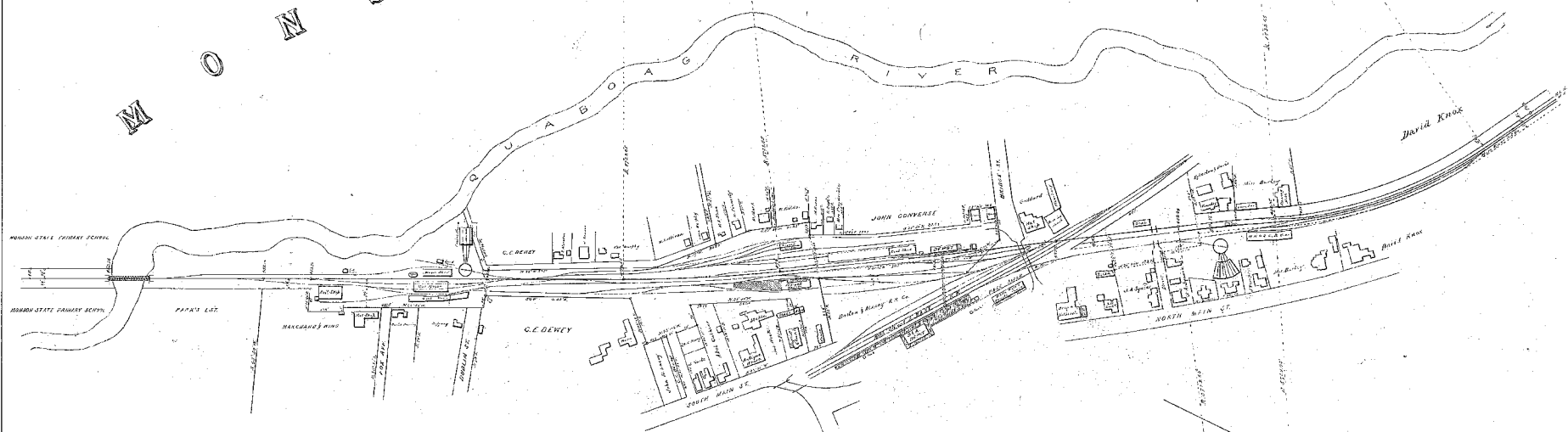
Thompson, J

Burley

Knox, David



M O N S O N



Palmer



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New London Northern Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

***Stations***   503-556

### ***Landmarks located on Plan***

Quaboag River

Roads to Palmer/Thorndike

Roads to Bondsville/Wilbraha

### ***Abutter Names located on Plan***

Knox, David

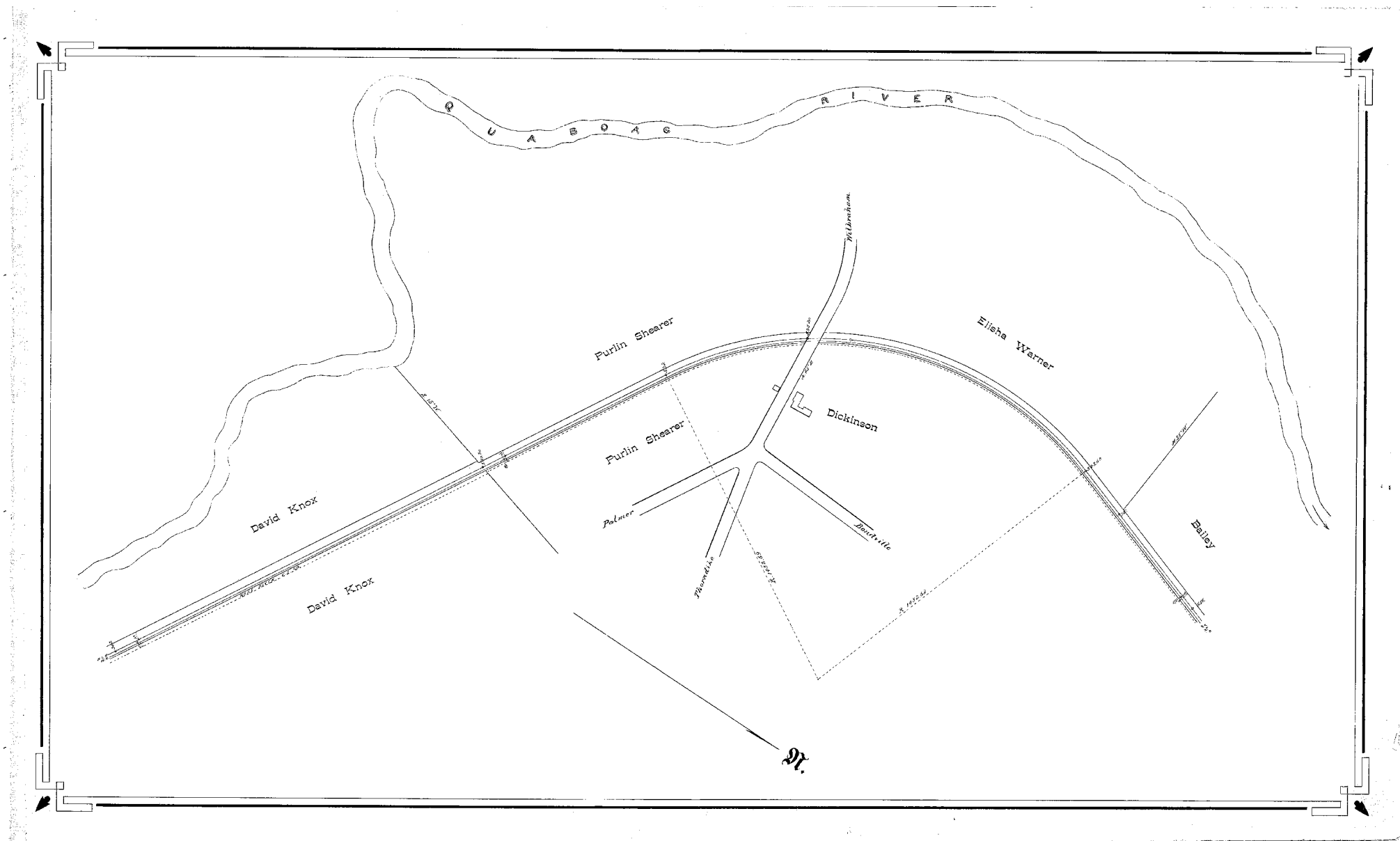
Shearer, Purlin

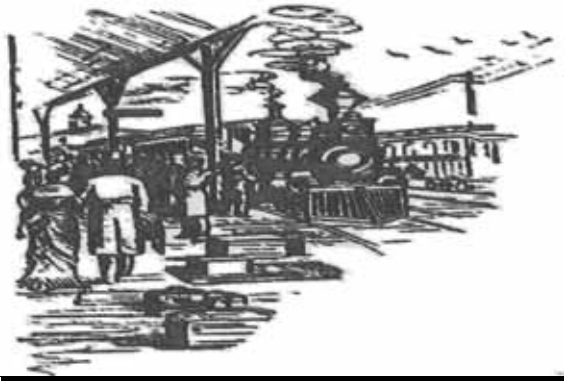
Dickinson

Warner, Elisha

Bailey







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New London Northern Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

***Stations***   556.09-611

### ***Landmarks located on Plan***

Quaboag River

### ***Abutter Names located on Plan***

Bailey

B Burley Estate

Ware River RR

Burley Estate

Calkins, James

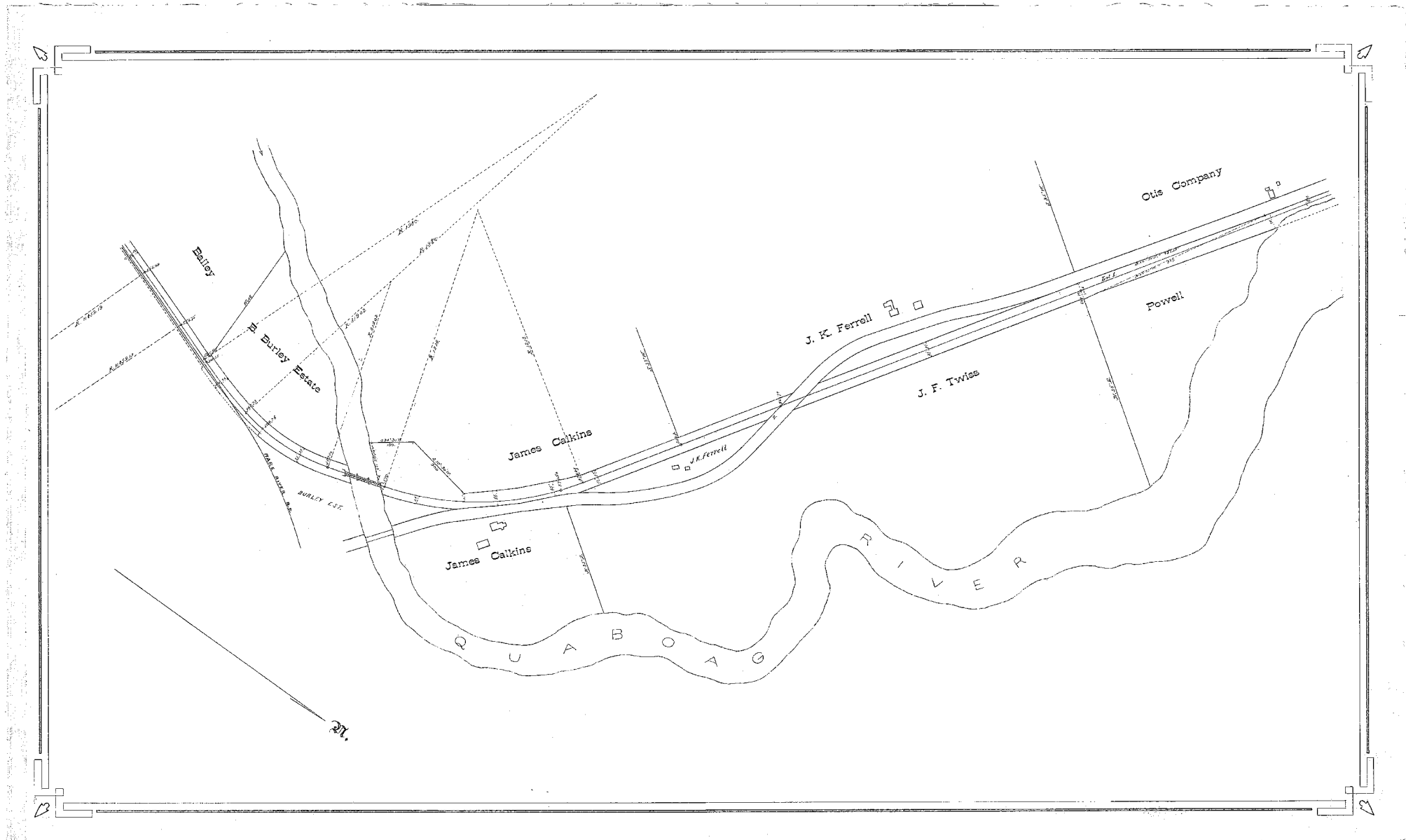
Ferrell, JK

Twiss, JF

Otis Co

Powell







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

New London Northern Railroad

### **Date Recorded Shelf Page**

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### **Towns located on Plan**

Palmer

### **Roads located on Plan**

### **Abutter Names located on Plan**

Otis Co

Ruggles, Fred

Sullivan

Sherer, Harriet

Springfield & Northern RR

Picker

Ruggles

White Bros

Squier, C

Otis Co

Jones, Eulick

### **Landmarks located on Plan**

Chicopee River

Lot 5

Palmer Town Line

Dye House

Depot

Swift River

Boiler

Lot

Belchertown Town Line

Mill

Dam

Store House

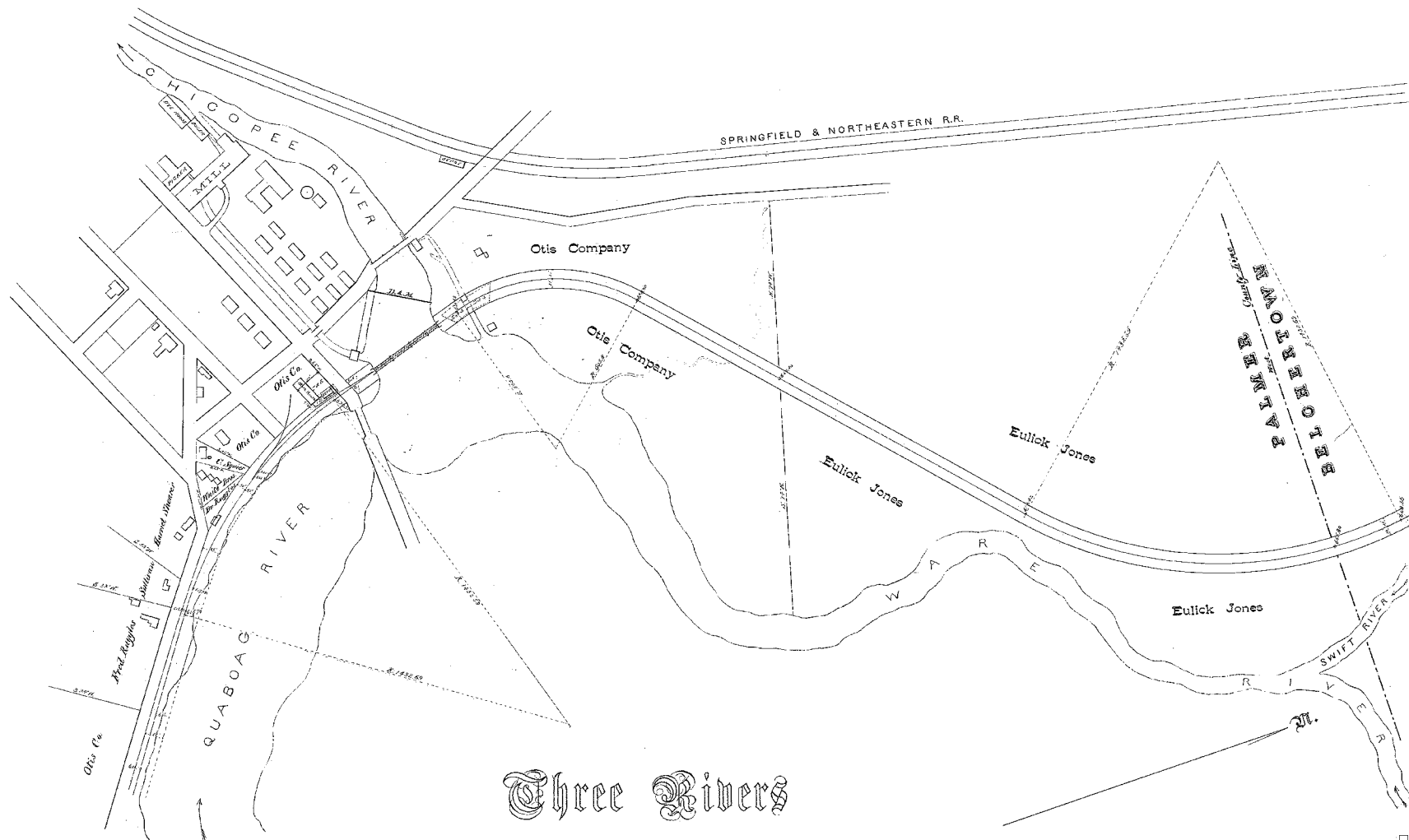
Depot

Quaboag River

Ware River

**Stations** 611-668.36







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Central Mass Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

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***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

***Stations***

***Landmarks located on Plan***

Cover Sheet



# CENTRAL MASS RAILROAD COMPANY

## LOCATION IN HAMPDEN COUNTY

SCALE 100 FEET TO AN INCH

1887

*G. M. Thompson*

CIVIL ENGINEER

Hampden, ss. Clerk's Office of the County Commissioners

Filed Mar. 31st, 1887

Attest: Robert O. Morris Clerk

Boston, March 11, 1887

I certify that this Record of Location is prepared  
in conformity with the Rules prescribed by the Board  
of Railroad Commissioners under Act 90, Chap. 102, R. L.

Wm. H. Beagle, S. M. R. Co.

*By Order of the Board*  
*Wm. H. Beagle*  
*Charles C. Street*  
*William L. P. West*  
*George W. Sargent*  
*Wm. H. Beagle*  
*Wm. H. Beagle*

DIRECTORS



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Central Mass Railroad Co

### ***Date Recorded***

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***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Location Plan



*Location of the Central Mass. Railroad in Hampden County*

The Central Mass. Railroad Company existing under the laws of the Commonwealth of Massachusetts hereby file with the Commissioners of the County of Hampden, the location of their railroad in the town of Palmer and the said County of Hampden of said location of their Railroad and the land covered by said location as follows, meaning and intending to cover and include within their said location all the land described and bounded by parallel lines, two and one half rods (2 1/2) each side of the centre line hereinafter described. Except that portion adjoining the Ware River Railroad location, where the southerly boundary line of the said Central Mass. Railroad is identical with the northerly boundary line of the said Ware River Railroad, which portion lies between the division line between the Counties of Hampden and Hampshire - which division line is also the division line between the towns of Ware and Palmer - and the division line between the lands of A. R. Smith and Eli Smith in the said town of Palmer.

The centre line to be described will be the centre of the tracks of the said Central Mass. Railroad viz. commencing at a stone bound in the centre line of said location at the intersection with the town and county line, between the towns of Palmer and Ware and the Counties of Hampden and Hampshire at station 1576+47. Thence on a tangent bearing S 41° 30' W to station 1612+71 1/2%. Thence on a 4° curve to the right to station 1621+00. Thence on a tangent bearing S 78° W to station 1636+91 1/2%. Thence on a 4° curve to the left to station 1662+48. Thence on a tangent bearing S 34° W to station 1697+14 1/2%. Thence by a 5° curve to the right to station 1716+21 1/2%. Thence on a tangent bearing N 50° W to station 1736+28 1/2%. Thence by a 3° curve to the left to station 1740+34. Thence by a tangent bearing N 61° 40' W to station 1741+52. Thence by a 4° curve to the right to station 1746+17. Thence still curving to the right with a 4° 40' curve to station 1749+67. Thence still curving to the right with a 4° curve to station 1752+53. Thence by a tangent bearing N 14° 45' W to station 1756+56. Thence by a 3° curve to the right to station 1761+50. Thence by a tangent bearing N 0° 15' E. to station 1778+41 1/2%. Thence by a 4° curve to the left to station 1783+15 1/2%. Thence by a tangent bearing N 18° 30' W to station 1788+80 a point of intersection between the said centre line of the said Central Mass. Railroad, and the county line between said Counties of Hampden and Hampshire, and the town line between the towns of Palmer and Belchertown. The bearings of tangents given above are all magnetic. And the said Central Mass. Railroad Company hereby attach to this location, and the description thereof a plan of the same location made by E. W. Thompson, civil engineer and signed by him and which is made a part of the description of said location and the land taken thereby, and may be referred to as a part of the same. In witness whereof the directors of the said Central Mass. Railroad Company have hereunto set the name of the said corporation and their signatures.

One thousand eight hundred and eighty-seven (1887)

*E. W. Thompson*  
C.E.

This 30<sup>th</sup> day of March  
*Pr. Secy. or*  
*M. W. Richardson*  
*Henry H. Cook*  
*Wm. H. Smith*  
*Charles C. Thayer*  
*William F. Parker*  
*Charles F. Darling*  
*E. J. Conner*  
*Thos. J. Hill*

DIRECTORS



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Central Mass Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Smith, Eli

Fuller & Son

***Stations***   159-1576+4

### ***Landmarks located on Plan***

Ware Hampshire Co



Sta. 1593

ELI SMITH

FULLER AND SON

HAMPSHIRE CO.

N 41° 30' E

WARE RIVER RAILROAD

WARE RIVER RAILROAD

HAMPDEN CO.

WARE  
COUNTY AND TOWN LINE  
PALMER



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Central Mass Railroad Co

### ***Date Recorded***

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### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Smith, AR

Smith, Eli

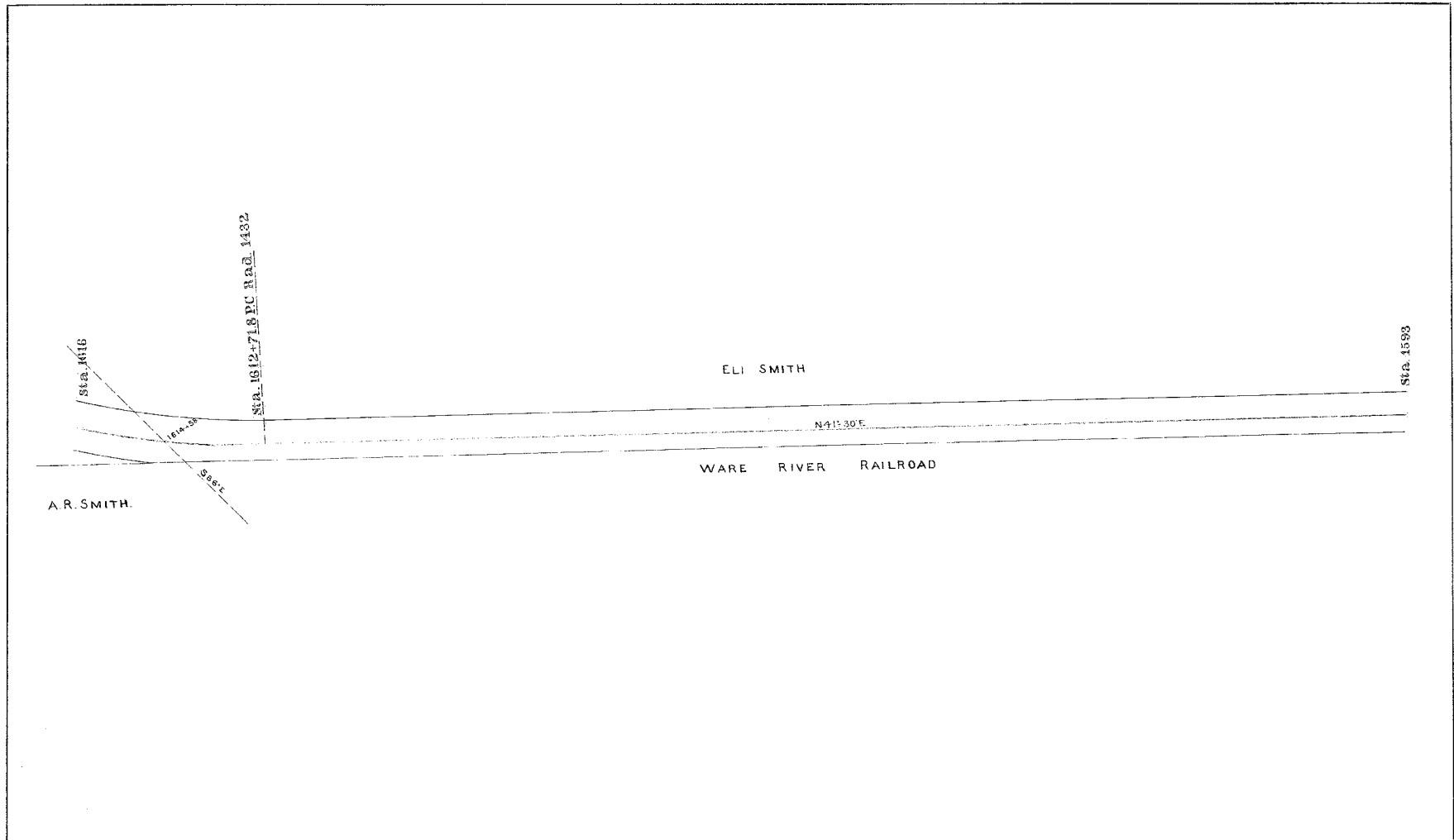
***Stations*** 1616-1593

### ***Landmarks located on Plan***

Ware River River Railroad









## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Central Mass Railroad Co

### ***Date Recorded***

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### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Gates,EB

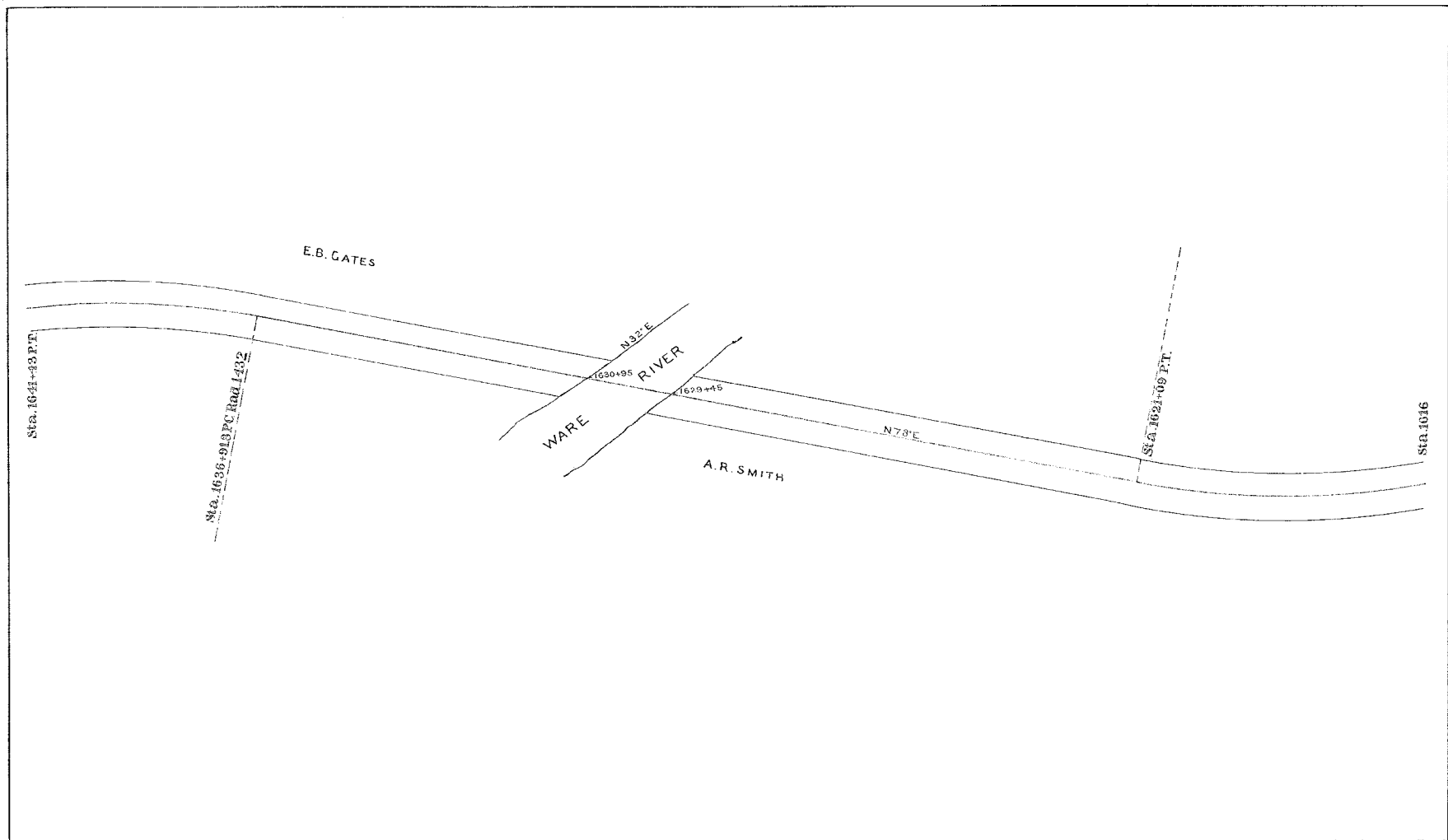
Smith,AR

***Stations*** 1641+43-16

### ***Landmarks located on Plan***

Ware River







## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Central Mass Railroad Co

### *Date Recorded*   *Sheet*   *Page*

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### *Towns located on Plan*

Palmer

### *Roads located on Plan*

### *Abutter Names located on Plan*

Smith,CF

Gates,EB

*Stations*   1665-1641+

### *Landmarks located on Plan*



Sta. 1665

S. 83° 18' 18" E.  
2901.325

C. F. SMITH

Sta. 1651.38 PC Rad. 2865

N. 6° 15' N

1648.107

S. 57° 46' W

E. B. GATES

Sta. 1641+43 P.T.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Central Mass Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

Rd

### ***Abutter Names located on Plan***

Whipple

Hastings,EG

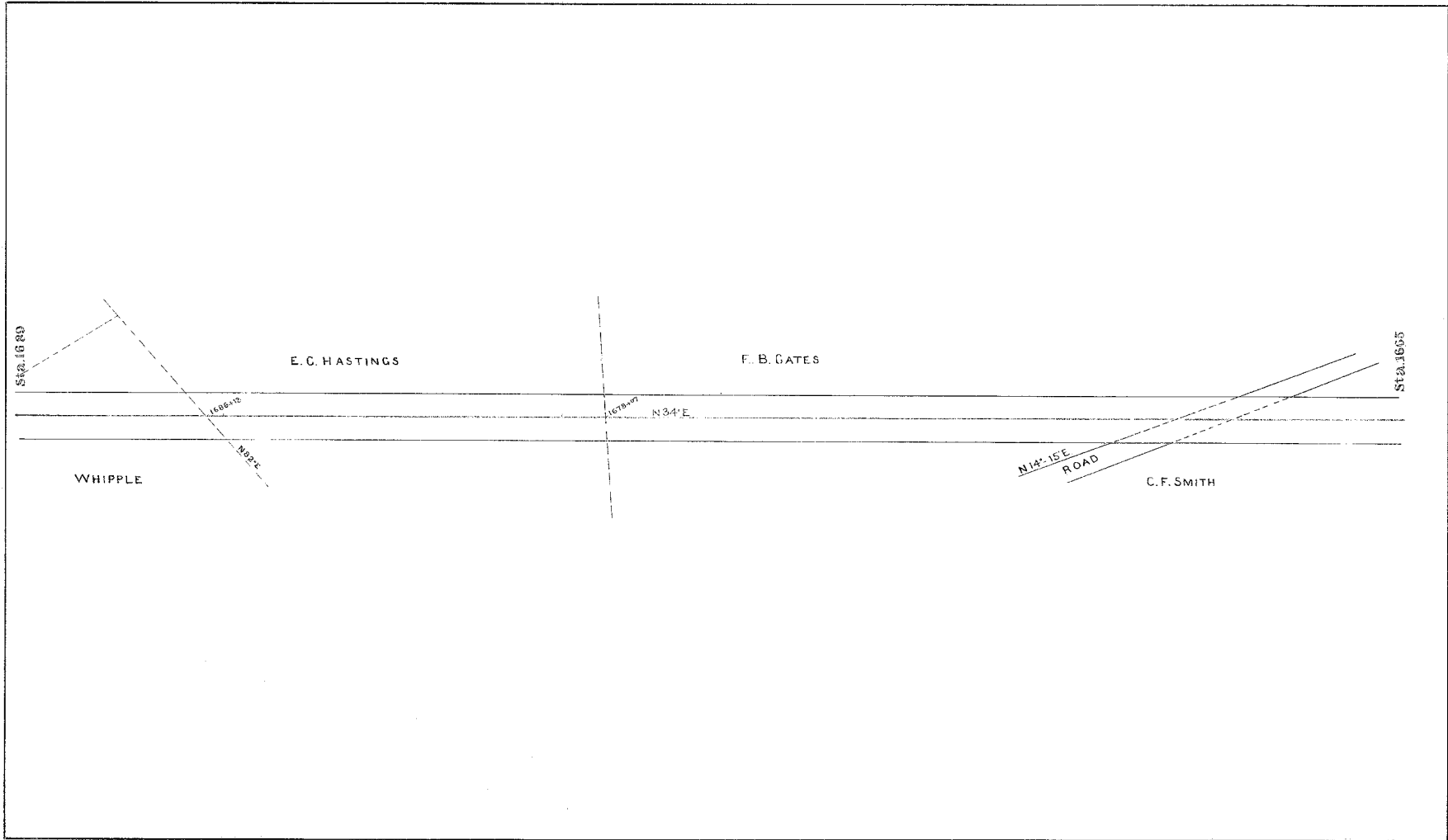
Gates,EB

Smith,CF

***Stations***   1689-1665

### ***Landmarks located on Plan***







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Central Mass Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

3/31/1887   6   8

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

Rd

### ***Abutter Names located on Plan***

Whiting, Geo

Rich, Geo

Hastings, EG

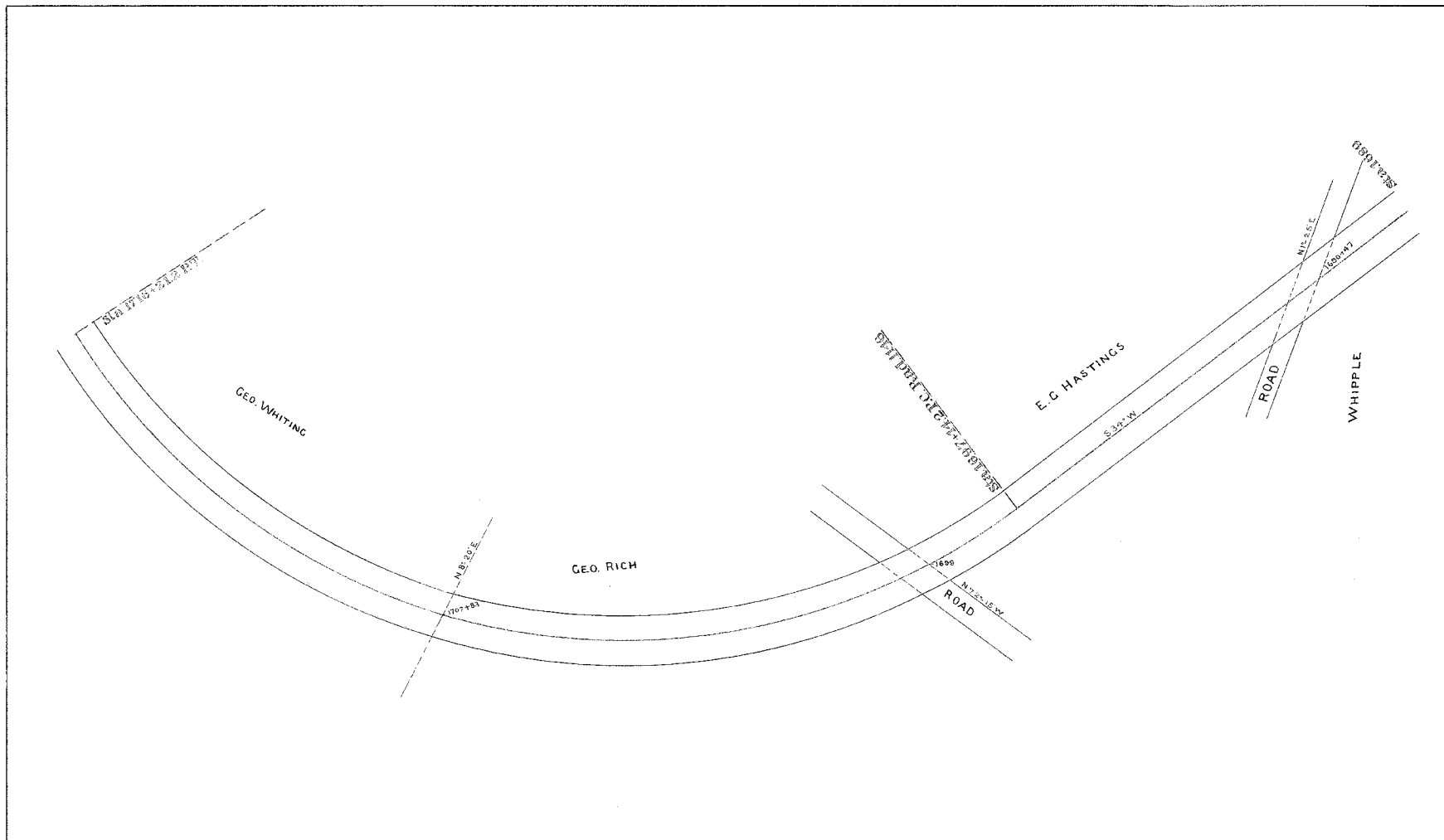
Whipple

***Stations***   1716+21.2-

### ***Landmarks located on Plan***









## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Central Mass Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

3/31/1887   6   9

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

Rd

### ***Abutter Names located on Plan***

Collis, Luther

Slatterly, N

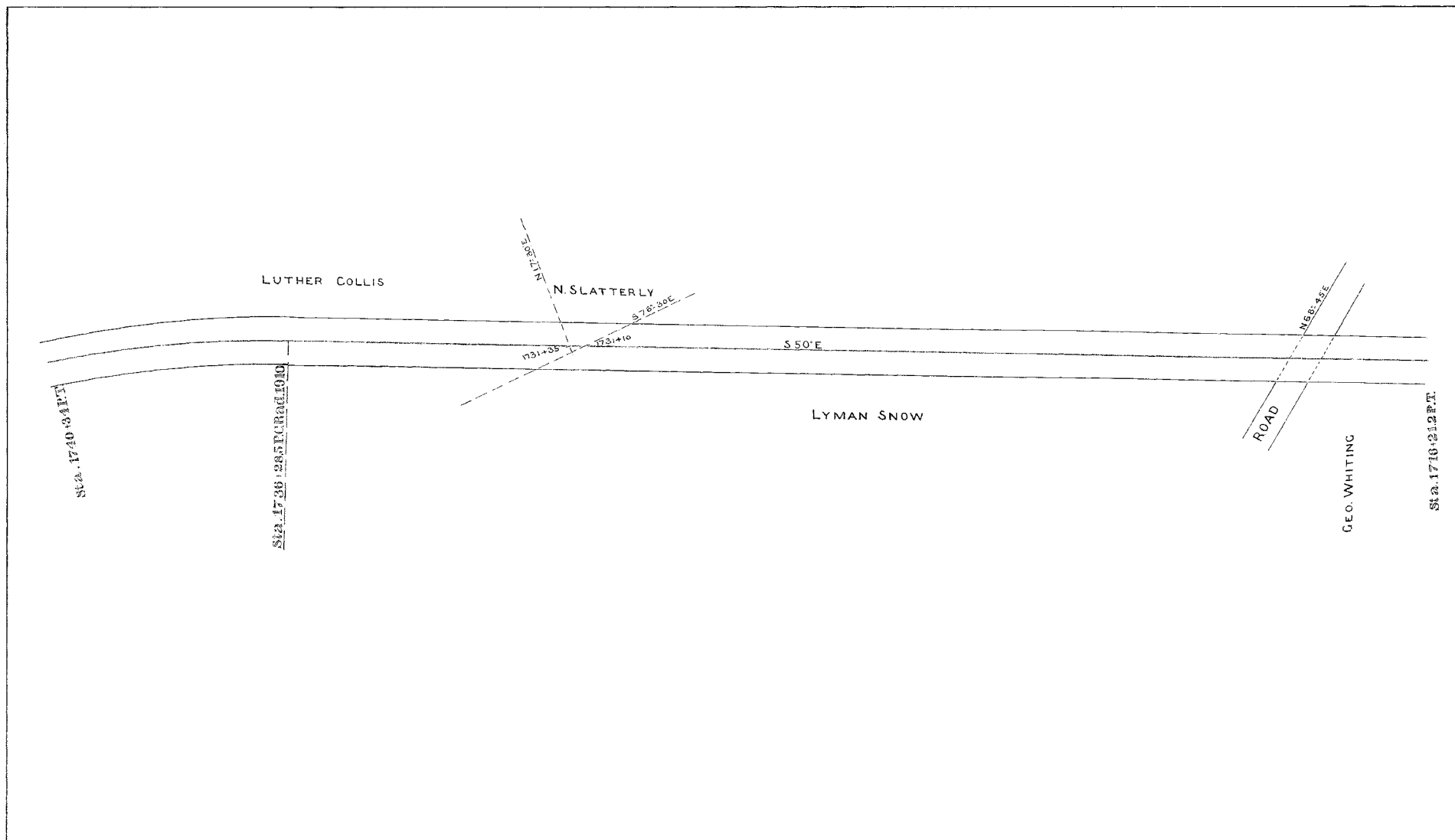
Snow, Lyman

Whiting, Geo

***Stations***   1740+34-17

### ***Landmarks located on Plan***







## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Central Mass Railroad Co

### *Date Recorded*

3/31/1887

### *Shelf*

6

### *Page*

10

### *Towns located on Plan*

Palmer

### *Roads located on Plan*

Rd(State St)

### *Abutter Names located on Plan*

Sullivan,H

Carmody,J

Cavanaugh,Pat k

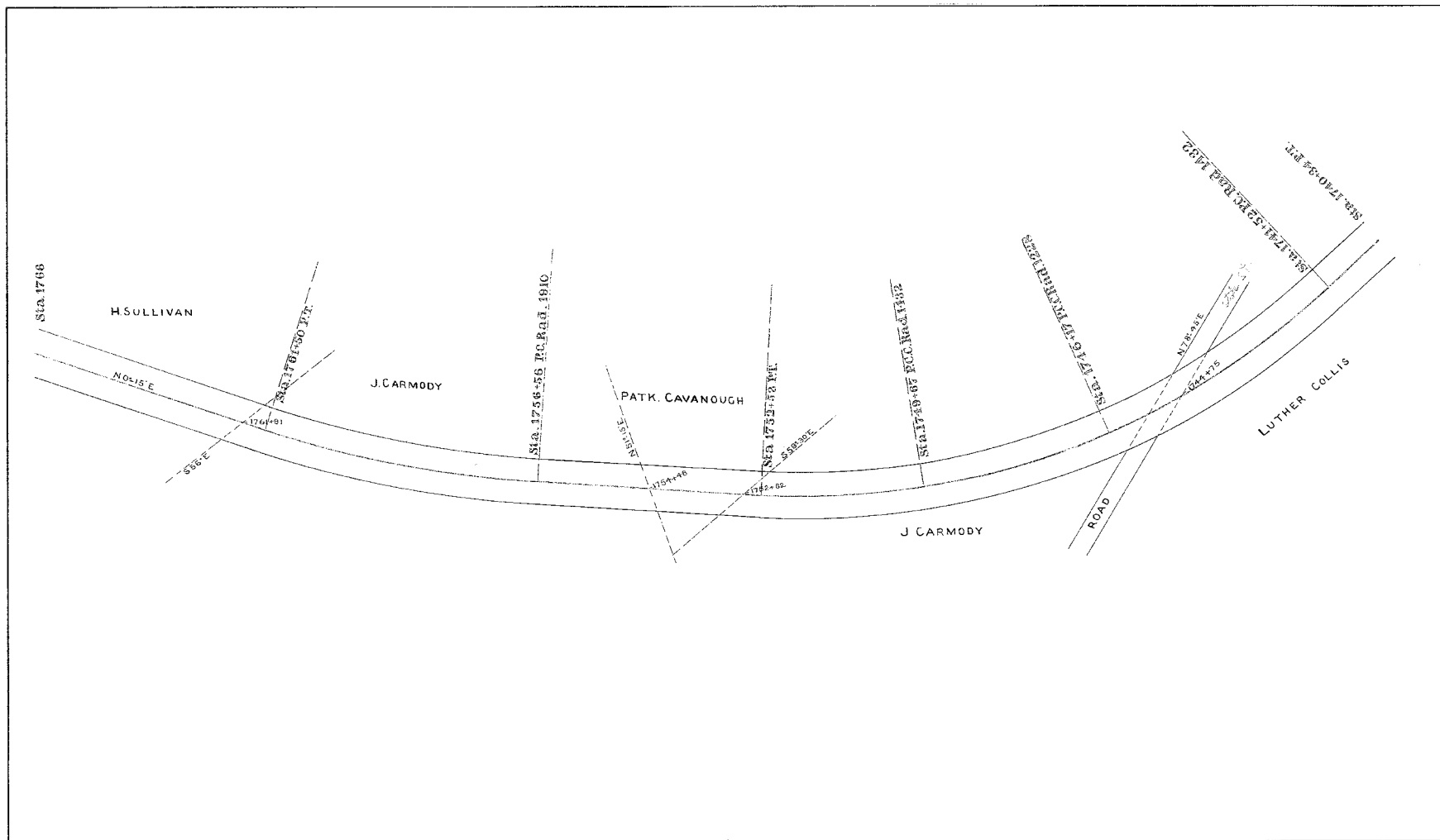
Carmody,J

Collis,Luther

### *Landmarks located on Plan*

### *Stations*

1766-1740+





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Central Mass Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

3/31/1887          6          11

### ***Towns located on Plan***

Belchertown

Palmer

### ***Roads located on Plan***

Rd

Rd(Griffin)

### ***Abutter Names located on Plan***

Boston Duck Co

Lines,T

Kelleget,MC

Sullivan,H

***Stations***   1789+25-17

### ***Landmarks located on Plan***

Hampshire Co

Swift River

Canal



A hand-drawn map showing the intersection of Swift River, Canal, and Road. The map includes bearings and distances for various segments. The Swift River is on the left, the Canal is in the middle, and the Road is on the right. Bearings are N80°E, N85°E, and N80°E. Distances are 1700±30, 1700±60, 1700±100, and 1700±50.

PALMER

M. C. KELLEGET  
T LINES  
S 84-40 E  
ROAD  
N 84-30 E  
1774-47  
1762-73  
1734-47  
N 84-30 E  
1774-47  
1762-73  
1734-47  
S 84-40 E  
1774-47  
1762-73  
1734-47

M. C. KELLEGY

T. LINES.

SULLIVAN

\$12.1766



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Central Massachusetts Railroad Co

### ***Date Recorded***

5/7/1896

### ***Sheet***

7

### ***Page***

1

***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

***Stations***

***Landmarks located on Plan***

Cover Sheet





# THE CENTRAL MASSACHUSETTS RAILROAD COMPANY

*pursuant to Chapter 356 of the Acts and Resolves passed by the General Court of the Commonwealth of Massachusetts in the year 1895 and to any and all other acts in amendment thereof or hereunto enabling, hereby files its location of certain*

## LANDS WITHIN THE COUNTY OF HAMPDEN

*purchased or acquired by it for railroad purposes. Said lands lie in various towns or cities in the said County and are shown upon the following folio numbered ——— 1  
~~inclusive~~ and are each severally described and fully set out in the said folio, which is made a part hereof and fully incorporated herein. This is the first of a series of books of*

### — LOCATIONS —

*filed in the said County of Hampden for the purposes hereinbefore set out. IN WITNESS WHEREOF the said  
—— Central Massachusetts Railroad Company ——  
has caused these presents to be executed by its Board of Directors this 7th day of May 1896.*

Hampden, ss

*I certify that the within map was filed  
in the office of the County Commissioners  
for said County, on the seventh day of  
May, 1896.*

Robert O Morris  
Clerk of County Commissioners

|                       |                          |                       |
|-----------------------|--------------------------|-----------------------|
| <i>W. A. Smith</i>    | <i>Thos. W. Putnam</i>   | <i>W. S. Killabeg</i> |
| <i>Geo. E. Smith</i>  | <i>James R. Graves</i>   |                       |
| <i>Joseph H. Gray</i> | <i>Stephen C. Haines</i> |                       |
| <i>Henry Woods</i>    |                          |                       |
|                       |                          |                       |
|                       |                          |                       |
|                       |                          |                       |

DIRECTORS OF THE CENTRAL MASSACHUSETTS R.R. COMPANY.

Boston, May 1, 1896.

*I certify that this record of location is pre-  
pared in conformity with the Rules prescribed by  
the Board of R.R. Commissioners under the provisions  
of Act 43, Chap. 112 RS*

Wm. A. Earle  
Clerk, Bd. of R.R. Commrs.

ED. SMALL, DEC.  
1904



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Central Massachusetts Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

5/7/1896            7            2

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

Ware Rd

Front St

High St

### ***Abutter Names located on Plan***

Smith, CF

Boston Duck Co

***Stations***    1632.27-16

### ***Landmarks located on Plan***

Parcel I

Parcel II



Two certain parcels of land in Palmer, in the County of Hampshire bounded and described as follows:-

Parcel I. is bounded westerly by Ware Road as called five hundred thirty five (535) feet, north-easterly by land now or formerly of G. F. Smith about one hundred seventy nine (179) feet, southeasterly by location of Central Massachusetts Railroad four hundred twenty eight (428) feet.

Parcel II. is bounded northerly by Front Street fifty eight and five tenths (58.5) feet, easterly by location of Central Massachusetts Railroad four hundred (500) feet, southeasterly by land of Boston Duck Co. fifty eight and five tenths (58.5) feet, and westerly by land of the said Duck Co. by High Street, and by land of the said Duck Co. again in a curved line about two hundred fifty four (254) feet and a straight line about two hundred forty seven (247) feet.

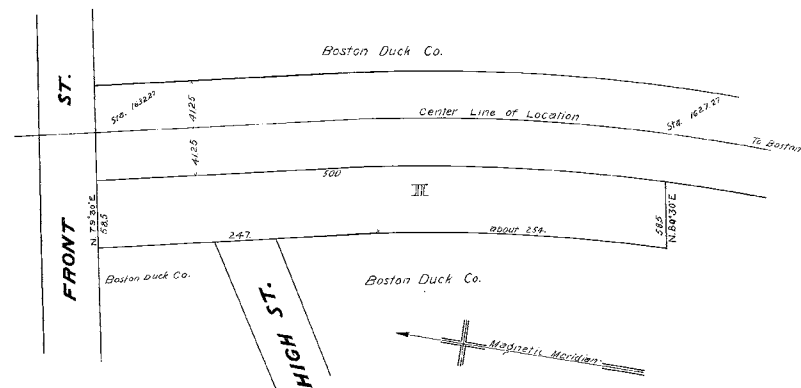
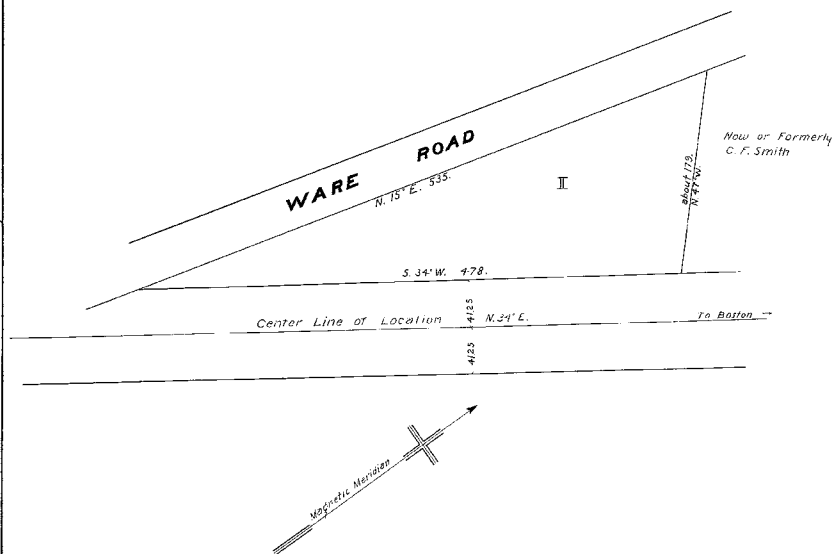
Said premises are shown in green and numbered in red as Parcel I and II on the accompanying plan, which is made a part hereof, and was conveyed to the Central Massachusetts Railroad Company as follows:-

Parcel I. By deed of G. F. Smith, dated March 8, 1887 and recorded with Hampshire County Deeds, Book 430, Page 332.

Parcel II. By deed of Boston Duck Company, dated March 15, 1888 and recorded with said Deeds, Book 443, Page 177, to which deeds reference is made for further and further description of the said premises.

All courses are magnetic.

LOCATION  
Pursuant to Chapter 856 of the Acts of 1885  
OF LANDS IN  
**PALMER.**  
Purchased or Acquired by the  
CENTRAL MASSACHUSETTS RAILROAD COMPANY  
for Railroad Purposes.  
Scale: 60 ft. per inch. April, 1896





## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Central Massachusetts Railroad Co

### *Date Recorded*   *Sheet*   *Page*

1/15/1897   8   1

### *Towns located on Plan*

Palmer

### *Roads located on Plan*

### *Abutter Names located on Plan*

### *Stations*

### *Landmarks located on Plan*

Cover Sheet



# THE CENTRAL MASSACHUSETTS RAILROAD COMPANY

*pursuant to Chapter 356 of the Acts and Resolves passed by the General Court of the Commonwealth of Massachusetts in the year 1895 and to any and all other acts in amendment thereof or hereunto enabling, hereby files its location of certain*

## LANDS WITHIN THE COUNTY OF HAMPDEN

*purchased or acquired by it for railroad purposes. Said lands lie in various towns or cities in the said County and are shown upon the following folio numbered 1 inclusive, and are each severally described and fully set out in the said folios, which are made a part hereof and fully incorporated herein. This is the second of a series of books of*

### LOCATIONS

*filed in the said County of Hampden for the purposes hereinbefore set out. IN WITNESS WHEREOF the said*  
CENTRAL MASSACHUSETTS RAILROAD COMPANY  
*has caused these presents to be executed by its Board of Directors this* fifth *day of January 1897*

Hampden, ss.

-- I certify that the within map was filed in the office of the County Commissioners for said County on the 15th day of January, 1897.

-- Robert O Morris

Clerk of the County Commrs.

*Charles H. Gray*  
*Joseph H. Gray*  
*John H. Gray*  
*Henry Wood*  
*Charles E. Hunt*  
*W. H. Shaw*

*James F. Graves*  
*John W. Hunt*

DIRECTORS OF THE CENTRAL MASSACHUSETTS RAILROAD COMPANY

January 8, 1897.

I Certify that this Record of Location is prepared in conformity with the rules prescribed by the Board of Railroad Commissioners under the provisions of Act 93, Chapter 112, P.S.

Wm. A. Crafts, Clerk.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Central Massachusetts Railroad Co

### ***Date Recorded***

1/15/1897

### ***Sheet***

8

### ***Page***

2

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

Road From Ware to Bo

### ***Abutter Names located on Plan***

Smith

Carmody

### ***Stations***

### ***Landmarks located on Plan***

Parcel I

Parcel II



Five certain parcels of land in Palmer, in the County of Hampden, bounded and described as follows:-

Parcel I. - A certain triangular piece of land, bounded northeasterly by land of Smith about one hundred seventy five (175) feet; westerly by the Bonds-ville Road five hundred thirty five (535) feet and southeasterly by the location of the Central Massachusetts Railroad four hundred seventy eight (478) feet.

Parcel II. - A certain triangular piece of land, bounded northeasterly by land of Kennedy about eighty one (81) feet; and southeasterly by same about one hundred (100) feet and easterly by the location of the Central Massachusetts Railroad about one hundred (100) feet.

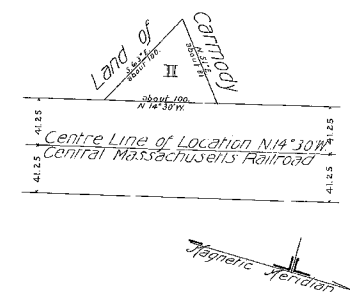
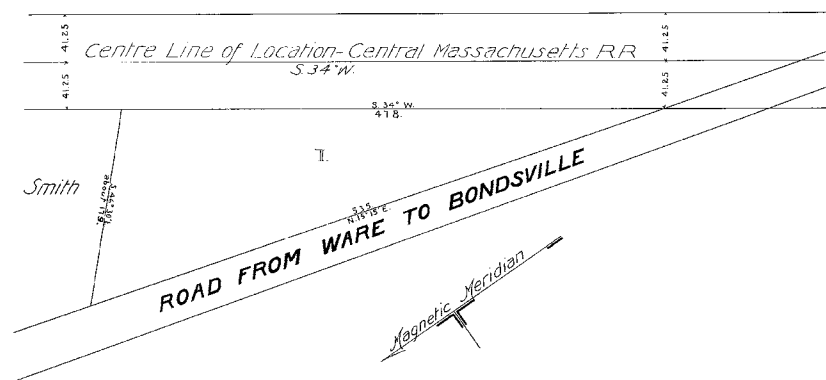
Said premises are shown in green and marked in red as Parcels I and II on the accompanying plan which is made a part hereof, and was conveyed to the Central Massachusetts Railroad Company by deed of G. B. Miller, dated May 28, 1888 and recorded with Hampden County deeds, Book 443, Page 415, to which deed reference is made for fuller and further description of the said premises.

All courses are magnetic.

~LOCATION~  
Pursuant to Chapter 356 of the Acts of 1895  
and acts in amendment thereof  
of Lands in

## PALMER

purchased or acquired by the  
CENTRAL MASSACHUSETTS RAILROAD COMPANY  
for Railroad purposes  
Scale 1 in = 60 Ft. January 1897





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Ware River Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

12/31/1870   9   1

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Cover Sheet





*L O C A T I O N*

OF THE

**W A R E R I V E R R A I L R O A D**

F I R S T      D I V I S I O N

**H A M P D E N C O U N T Y**

1870



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Ware River Railroad

### ***Date Recorded***

4/15/1871

### ***Sheet***

9

### ***Page***

2

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Signature Sheet



To the Commissioners of Hampden County

The undersigned Directors of the Ware River Railroad Corporation herewith respectfully present to be filed the following description and plan of the location of so much of the first division of their road as lies within the limits of Hampden County.

John A. Stetson.  
William Hyatt

William Hyatt Directors.  
Lewis M. Gilbert

A. W. Wiersma

By B. B. Bland.

Geo. T. Gilbert

Charles H. Allen

Engineer.

Sept 28, 1878.

Approved under the provisions of Chapter 135  
Acts of 1878.

Wm. H. Crafts

Clerk of Bd of Railroad Commissioners

Hampden Co. Office of the Clerk of the County  
Communications Received and filed

April 18, 1879

Wm. H. Crafts, Clerk



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Ware River Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

4/15/1871   9   3

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Alignment Sheet



# Alignment.

| Station | Station | Distance | Course          | Remarks                                   | Station | Station | Distance | Course          | Remarks                                   |
|---------|---------|----------|-----------------|---|---------|---------|----------|-----------------|---|
| A 0     | A 647   | 3.67     | N. 30° 44' W.   | Station A 0 at intersection B. & A. R. R. | 134.50  | 144.10  | 6.50     | 10° Curve L.    |   |
| A 3.67  | A 633   | 2.76     | 8° 30' Curve R. |   | 144.10  | 144.10  | 3.70     | 8° "            |   |
| A 6.43  | A 610   | 1.67     | N. 21° 44' W.   |   | 144.10  | 147.22  | 3.22     | 7° 26' "        |   |
| A 8.10  | A 545   | 7.35     | 4° Curve L.     |   | 147.22  | 152.10  | 7.53     | N. 15° 12' W.   | From 147.22 to 149.10 is 538.             |
| A 15.45 | A 536   | 2.81     | N. 28° 01' W.   |   | 152.10  | 152.10  | 7.00     | 4° Curve R.     |   |
| A 18.26 | A 615   | 1.69     | 4° Curve R.     |   | 152.10  | 174.25  | 12.25    | N. 12° 44' E.   |   |
| A 19.95 | A 713   | 7.80     | N. 20° 42' E.   |   | 174.25  | 180.51  | 6.25     | 4° Curve R.     |   |
| A 27.75 | A 743   | 3.67     | 8° 30' Curve R. |   | 180.51  | 191.34  | 9.80     | N. 49° 41' E.   |   |
| A 31.42 | A 741   | 4.4      | N. 22° 04' E.   | Station A 741 = Station B                 | 191.34  | 194.40  | 4.50     | 3° Curve L.     |   |
| 0       | 7.50    | 7.50     | N. 22° 04' E.   | Station B is 100' South of Building       | 194.40  | 217.70  | 13.30    | N. 40° 00' E.   |   |
| 7.50    | 10.75   | 3.25     | 2° Curve L.     |   | 217.70  | 216.50  | 6.80     | 2° Curve R.     |   |
| 10.75   | 12.87   | 2.10     | N. 15° 54' S.   |   | 216.50  | 221.87  | 4.77     | N. 34° 07' E.   |   |
| 12.87   | 15.01   | 2.14     | 3° Curve R.     |   | 221.87  | 222.48  | 5.11     | 8° Curve L.     |   |
| 15.01   | 17.75   | 2.65     | N. 22° 36' E.   | From 15.01 to 16 is 91 ft.                | 222.48  | 227.80  | 5.40     | N. 18° 24' E.   | From 222.48 to 227.80 is 538 ft.          |
| 17.75   | 22.70   | 5.05     | 4° Curve L.     |   | 227.80  | 237.70  | 7.90     | 5° 45' Curve R. |   |
| 22.70   | 39.00   | 16.10    | N. 2° 0' E.     |   | 237.70  | 251.25  | 13.55    | N. 09° 20' S.   |   |
| 39.00   | 42.35   | 3.35     | 5° Curve R.     |   | 251.25  | 253.76  | 7.50     | 4° Curve L.     |   |
| 42.35   | 58.00   | 15.65    | N. 16° 54' E.   |   | 253.76  | 266.50  | 12.70    | N. 39° 30' E.   |   |
| 58.00   | 70.00   | 11.20    | 5° Curve R.     |   | 266.50  | 270.50  | 4.00     | 2° Curve R.     |   |
| 70.00   | 75.00   | 5.00     | 4° "            |   | 270.50  | 277.25  | 6.75     | N. 37° 20' E.   |   |
| 75.00   | 77.00   | 2.00     | 2° "            |   | 277.25  | 282.75  | 5.50     | 1° Curve R.     |   |
| 77.00   | 86.74   | 9.74     | 1° 17' "        |   | 282.75  | 350.60  | 67.85    | N. 40° 30' E.   | From 282.75 to 377.00 in Hampshire County |
| 86.74   | 90.61   | 3.87     | N. 66° 36' E.   |   | 350.60  | 364.60  | 14.00    | 3° Curve R.     |   |
| 90.61   | 102.60  | 11.99    | 6° Curve R.     |   | 364.60  | 367.00  | 2.40     | 2° "            |   |
| 102.60  | 109.49  | 6.89     | 4° "            |   | 367.00  | 375.00  | 8.00     | 5° 44' 55' E.   |   |
| 109.49  | 110.41  | 9.2      | S. 15° 13' E.   |   | 375.00  | 380.50  | 5.50     | 3° Curve R.     |   |
| 110.41  | 111.62  | 1.62     | 2° 40' Curve L. |   | 380.50  | 383.00  | 2.50     | 5° 31' 52' E.   |   |
| 111.62  | 117.14  | 5.52     | 5° "            |   | 383.00  | 387.00  | 4.00     | 2° 36' Curve L. |   |
| 117.14  | 120.65  | 3.51     | S. 47° 12' E.   | From 117.14 to 118 is 17 ft.              | 387.00  | 396.00  | 9.00     | 5° "            |   |
| 120.65  | 124.90  | 4.25     | 2° Curve R.     |   | 396.00  | 407.00  | 11.00    | N. 83° 02' E.   | From 396.00 to 412.00 in Hampshire County |
| 124.90  | 125.80  | 0.90     | S. 38° 02' E.   |   | 407.00  | 412.00  | 5.00     | 5° Curve L.     |   |
| 125.80  | 134.30  | 8.50     | 5° 26' Curve L. |   |         |         |          |                 |   |



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Ware River Railroad

### **Date Recorded    Sheet    Page**

4/15/1871            9            4

### **Towns located on Plan**

Palmer

### **Roads located on Plan**

### **Abutter Names located on Plan**

B & A RR

Knox, David

Thompson, Joseph

Knox, David

Brown, E

Holbrook

Brown, Eleneezer

Shearer

**Stations**    A 0-A34.87

### **Landmarks located on Plan**

New London Northern RR



A hand-drawn map of the Palmer area. The word "PALMER" is written in large, bold, capital letters across the center. Below the road, several names are written: "David Knox", "Joseph Thompson", "David Knox", "E. Brown", "Dr. Holbrook", "Ebenezer Brown", and "Shepard". The road is labeled "NEW LONDON NORTHERN R.R." and "SHEPARD'S CREEK". There are also some handwritten notes and a small "X" mark on the road.



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Ware River Railroad

### **Date Recorded**   **Sheet**   **Page**

4/15/1871   9   5

### **Towns located on Plan**

Palmer

### **Roads located on Plan**

### **Abutter Names located on Plan**

Shearer

Higgins

Merrick

Caulkins, Enos

Burleigh (heirs Of)

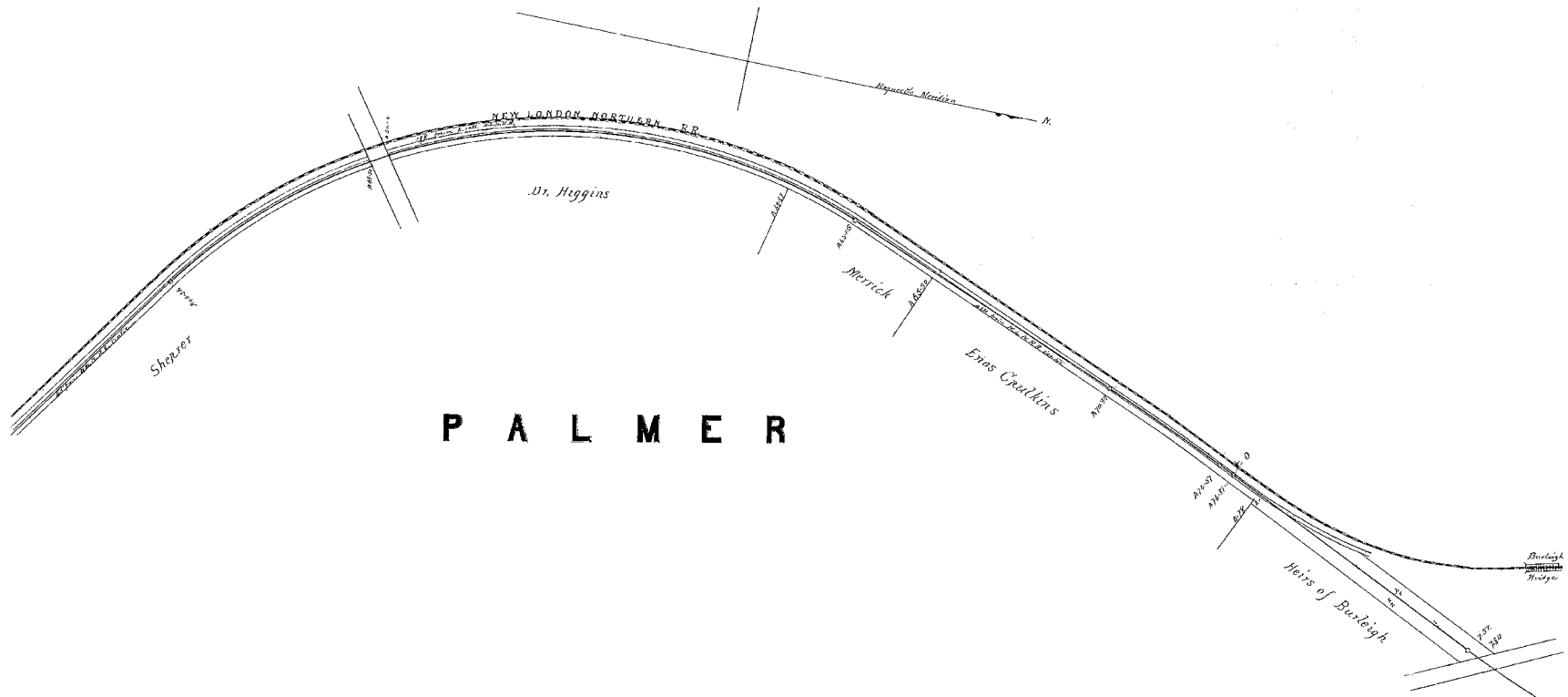
**Stations**   A43.36-7.8

### **Landmarks located on Plan**

Burleigh Bridge









## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Ware River Railroad

| <i>Date Recorded</i> | <i>Sheet</i> | <i>Page</i> |
|----------------------|--------------|-------------|
| 4/15/1871            | 9            | 6           |

### *Towns located on Plan*

Palmer

### *Roads located on Plan*

### *Abutter Names located on Plan*

McElwaine, Jona

Ferrill, Elmira

*Stations* 10.75-43.35

### *Landmarks located on Plan*



*Myzoclelea blanda* St

Mrs. Elmiræ Ferrill.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Ware River Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

4/15/1871   9   7

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Ferrill, Elmira

Cross, Eli

Murdock, EG

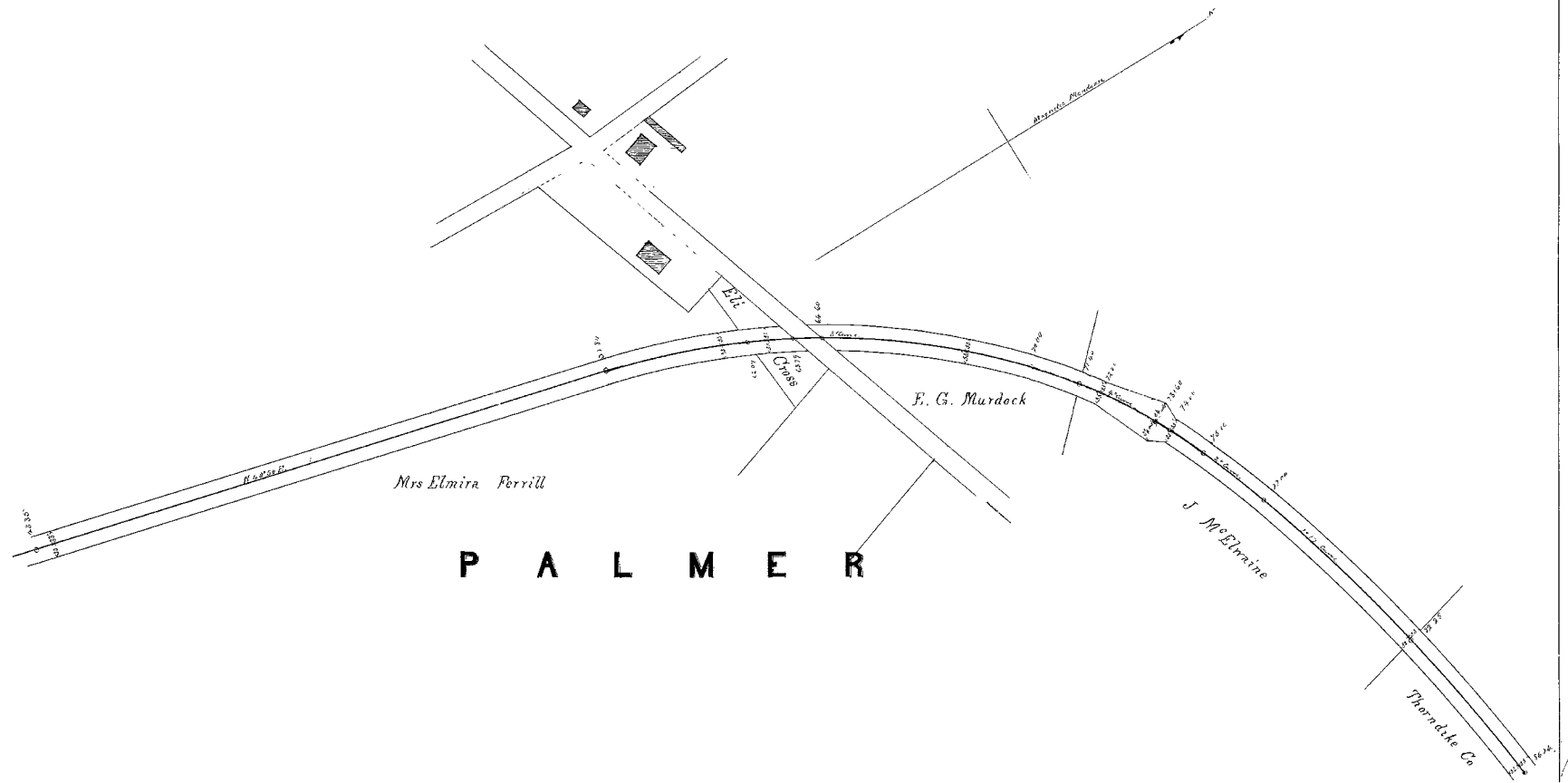
McElwaine, J

Thorndike Co

***Stations***   43.35-86.74

### ***Landmarks located on Plan***







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Ware River Railroad

| <b>Date Recorded</b> | <b>Sheet</b> | <b>Page</b> |
|----------------------|--------------|-------------|
|----------------------|--------------|-------------|

|           |   |   |
|-----------|---|---|
| 4/15/1871 | 9 | 8 |
|-----------|---|---|

### **Towns located on Plan**

Palmer

### **Roads located on Plan**

**Stations** 86.74-124.9

### **Landmarks located on Plan**

Ware River

### **Abutter Names located on Plan**

Thorndike Co Thorndike Co

Loller, Morris

Murdock, Chas

Murdock, EG

Moore, Geo

Thomas

Thorndike Co

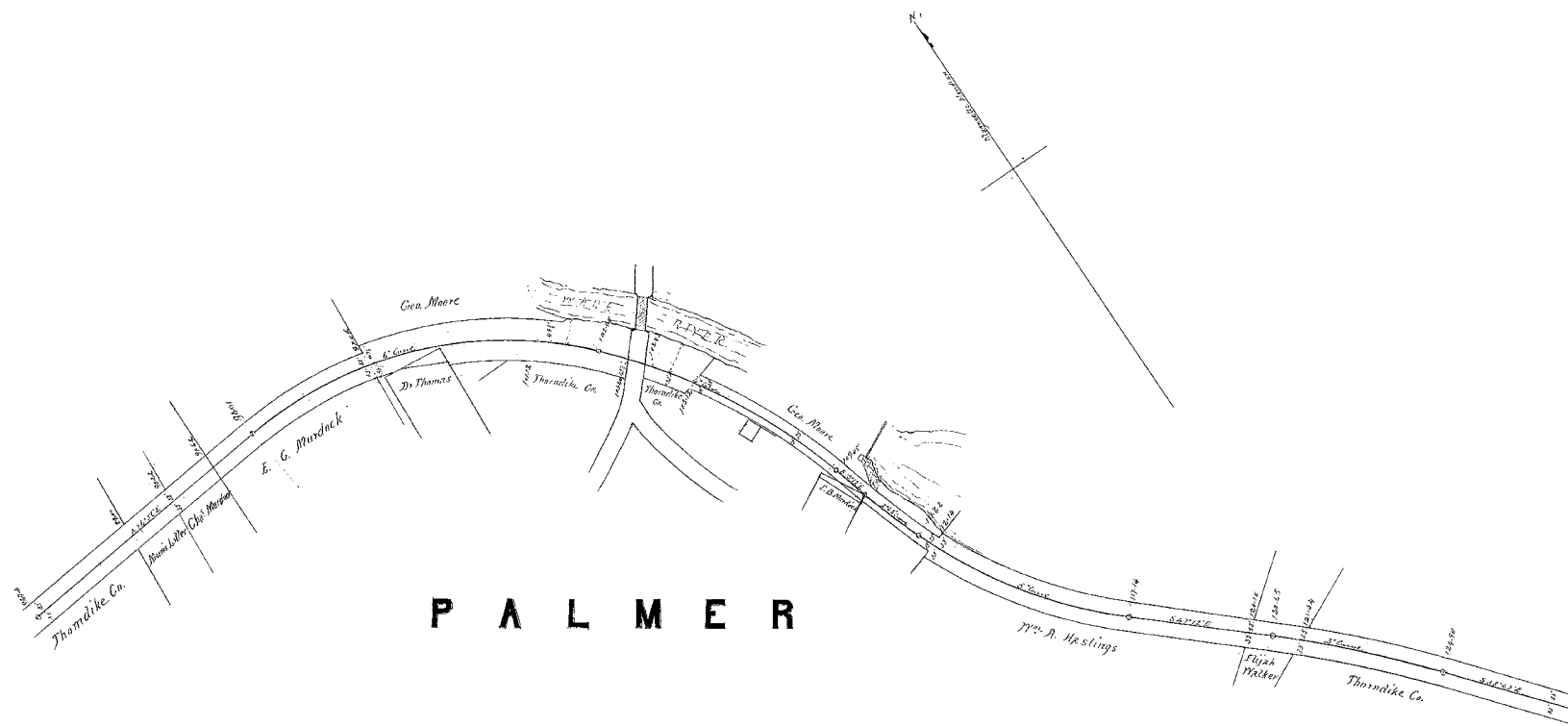
Moore, Geo

Murdock, EB

Hastings, Wm A

Walker, Elijah







## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Ware River Railroad

### *Date Recorded*   *Sheet*   *Page*

4/15/1871   9   9

### *Towns located on Plan*

Palmer

### *Roads located on Plan*

Church St

### *Abutter Names located on Plan*

Thorndike Co

*Stations*   124.90-174.

### *Landmarks located on Plan*





P A L M E R

P A L M E R

Church St

Isoneutic Meridian. -

N 12° 48' E

N. 25.12.99

$\Delta = \text{Clique}$

1632

5. 4. 5



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Ware River Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

4/15/1871   9   10

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Hastings, Chas

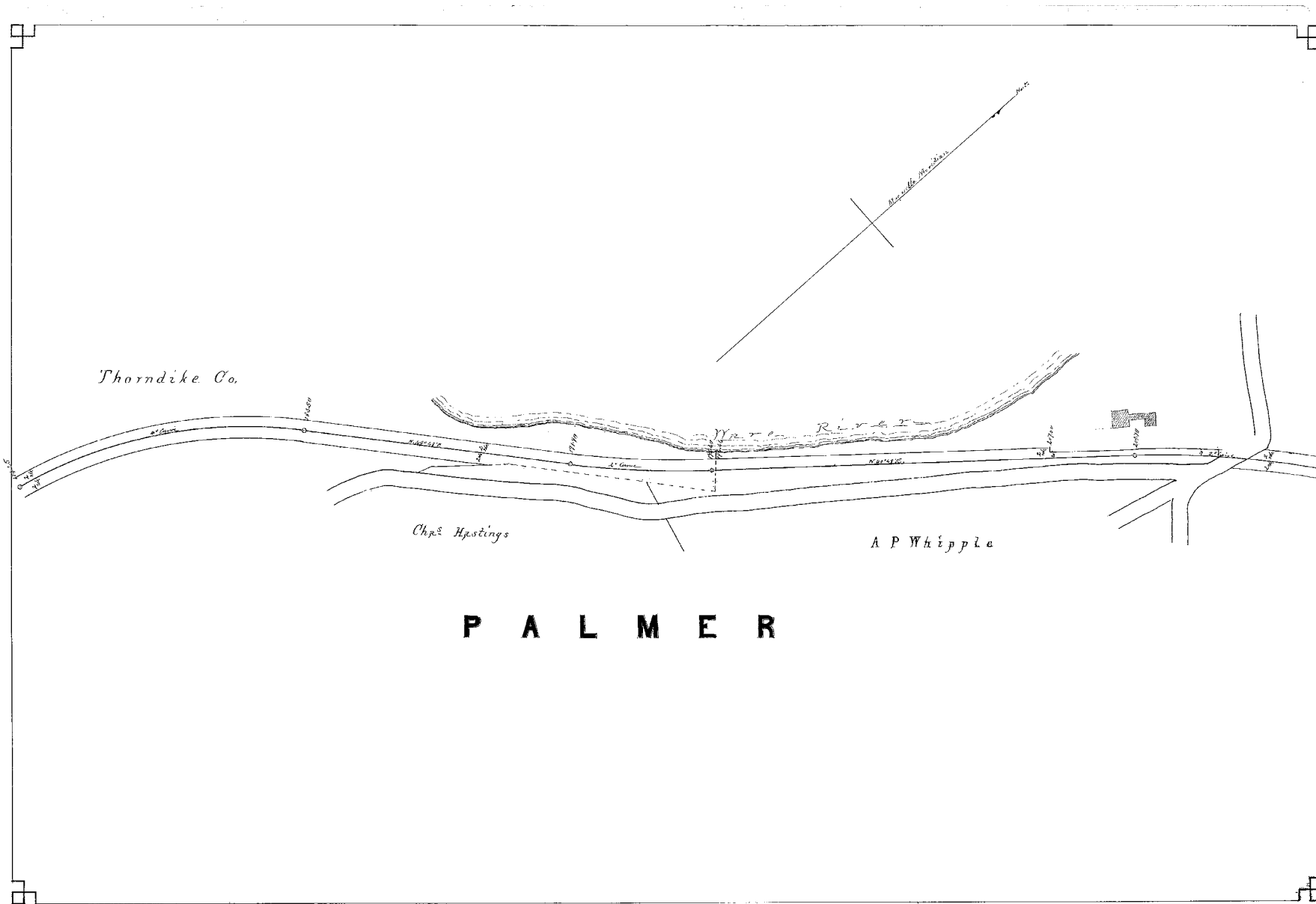
Whipple, AP

***Stations***   174.25-209.

### ***Landmarks located on Plan***

Ware River







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Ware River Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

4/15/1871   9   11

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Whipple, AP

Blair, William S

Whiting, Lorin F

Smith, Lillis

***Stations***   216.50-251.

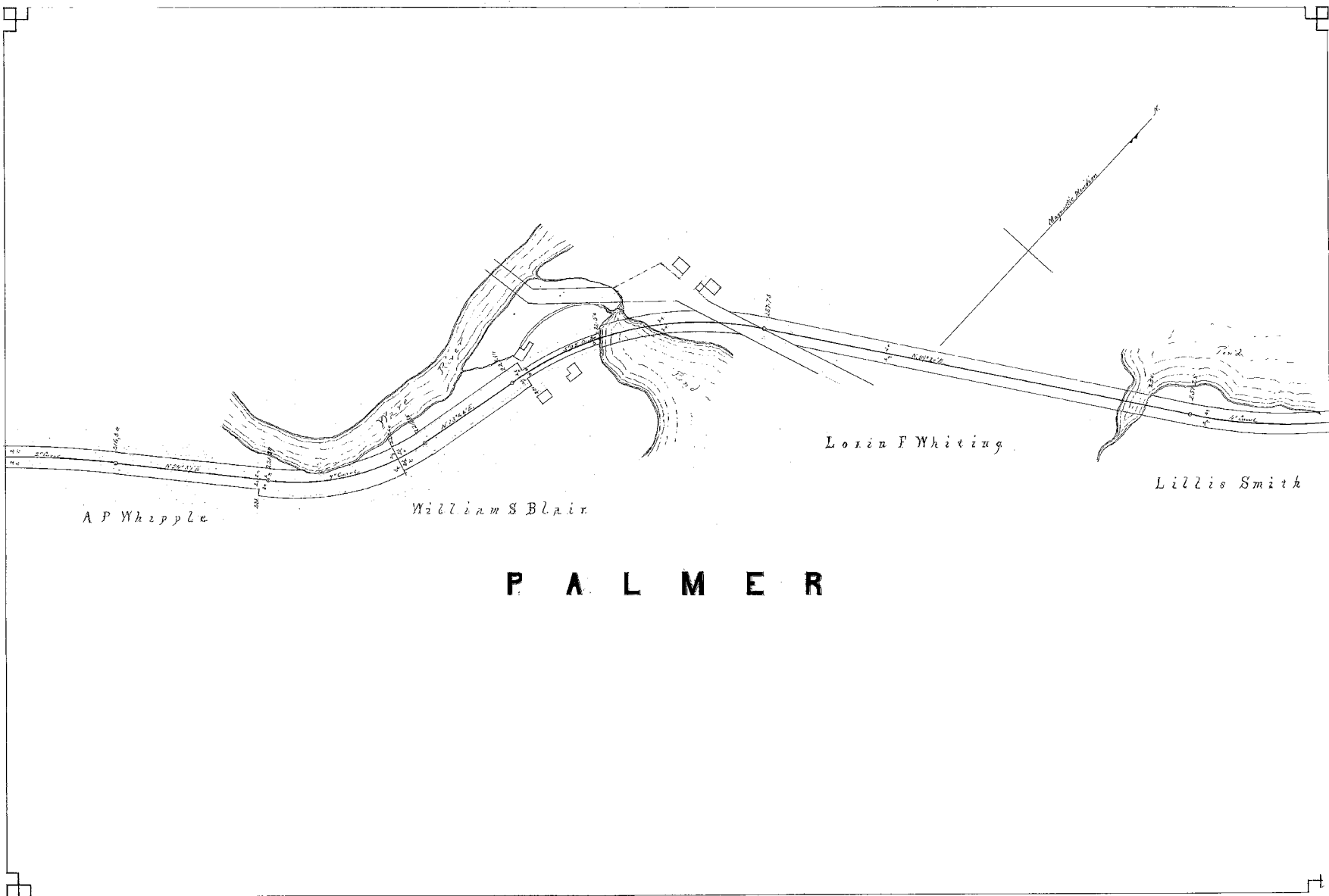
### ***Landmarks located on Plan***

Ware River

Pond

Pond







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Ware River Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

4/15/1871   9   12

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Smith, Lillis D

Hamilton, John

Hamilton, James

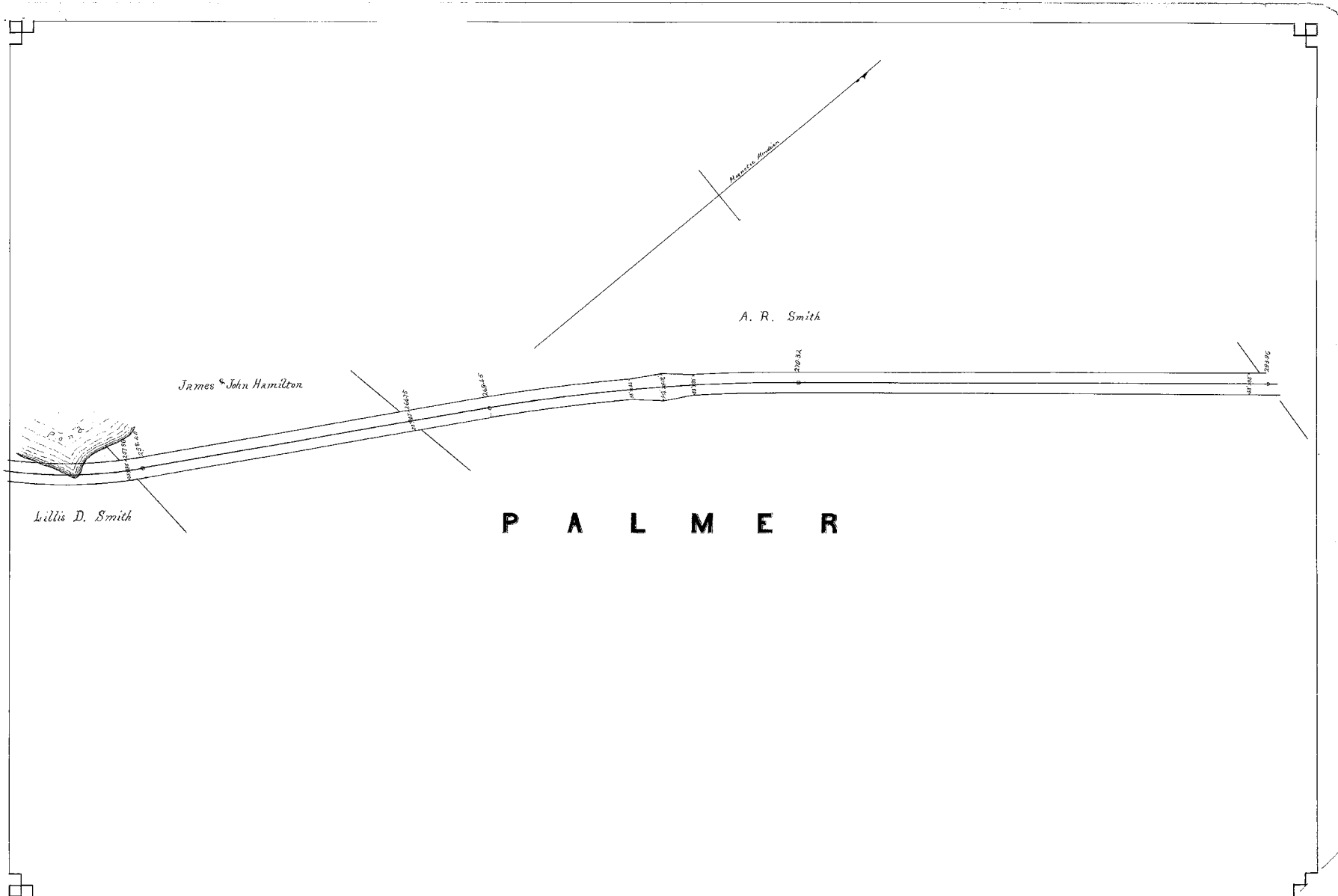
Smith, AR

***Stations***   258.40-293.

### ***Landmarks located on Plan***

Pond







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Ware River Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

4/15/1871   9   13

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Smith, Eli

Snow, Lyman G

***Stations***   293.69-333.

### ***Landmarks located on Plan***

Ware Hampshire County





Eli Smith

HAMPDEN

Lyman C. Snow

COUNTY



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Ware River Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

4/15/1871   9   14

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Tarbox, Wm

Ryan, James

Strickland, Asa

***Stations***   399.40-414.

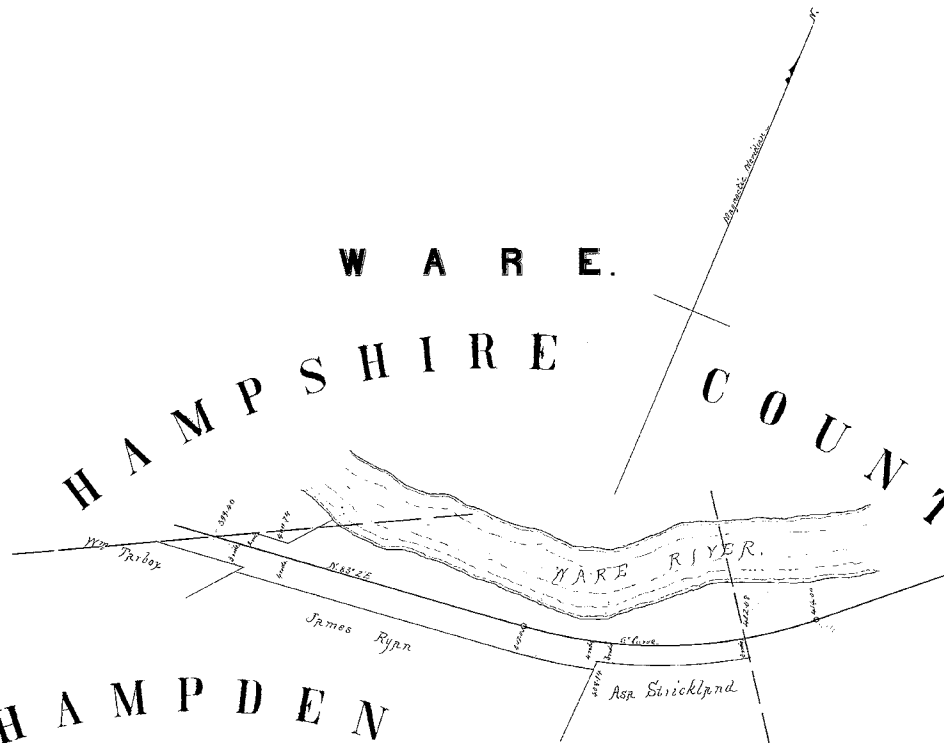
### ***Landmarks located on Plan***

Ware Hampshire County

Ware River



WARE.  
H A M P S H I R E  
C O U N T Y  
WARE RIVER.  
H A M P D E N  
C O U N T Y.  
P A L M E R.





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Ware River Railroad

### ***Date Recorded***

3/22/1873

### ***Sheet***

9

### ***Page***

15

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Signature Sheet



To the Commissioners of Hampden County

The undersigned, Directors of the Ware River Railroad Company, humbly respectfully present to be filed this amended Location of their Railroad in the town of Palmer.

Frederic A. Stevens      - President  
Directors.

Franklin Morgan      "  
Charles W. Chapin      "  
J. W. Churchill      "  
Edw. B. Felt      "  
William Ritchie      "  
"      "  
"      "

William A. Hayward      Engineers

Hampden ss Office of the Clerk of  
the County Commissioners received  
and filed March 23<sup>rd</sup> 1873  
Robert O. Morris Clerk



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Ware River Railroad

### **Date Recorded**

3/22/1873

### **Shelf**

9

### **Page**

16

### **Towns located on Plan**

Palmer

### **Roads located on Plan**

### **Abutter Names located on Plan**

B & A RR

Brown, Ebenezer

NLN RR Co

Shearer

Scism

NLN RR Co

Squiers, John A

Phelps, Willis

Thompson, Joseph

Phelps, Willis

Knox, David

Brown, E

Holbrook

### **Landmarks located on Plan**

New London Northern RR

### **Stations**

The map shows a section of the New London Northern R.R. running diagonally from the bottom left towards the top right. The word "PALMER" is prominently displayed in the center. To the left of the railroad, several parcels are labeled with names: "Sutton", "M.A. Rogers", "John A. Rogers", "Willis Phelps", "Ursula Thompson", "Willis Phelps", "David Knox", "E. Brown", "Dr. Holbrook", "Ebenezer Brown", and "Shearer". A line labeled "BARR" runs horizontally across the top left. A note near the railroad states "the outside line is 26 feet from the center and of New London Northern R.R.". The map includes various survey lines, bearings, and distances, indicating a formal land survey.

Yellow. 18 feet in width. leased by, Wase River Rail Road Co. of New London Northern Rail Road Co.  
Green. 15 feet " bought by "  
Dark Red. 10 feet " included with the green being the width of the original location from Station 5. to 7 1/2.  
Pink. 30 feet " from Station 0.75. to Station 3. and diverging from a width of 33 feet at Station 3. to a width of five rods. at point of intersection with location of Boston & Albany Rail Road. measured at right angles with the Wase River Rail Road center line as shown above. being the additional land secured by amended location. so far, as said Station 0.75.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Ware River Railroad

| <b><i>Date Recorded</i></b> | <b><i>Sheet</i></b> | <b><i>Page</i></b> |
|-----------------------------|---------------------|--------------------|
|-----------------------------|---------------------|--------------------|

|           |   |    |
|-----------|---|----|
| 3/22/1873 | 9 | 17 |
|-----------|---|----|

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Shearer

Higgins

Merrick

Caulkins

Burleigh(heirs of)

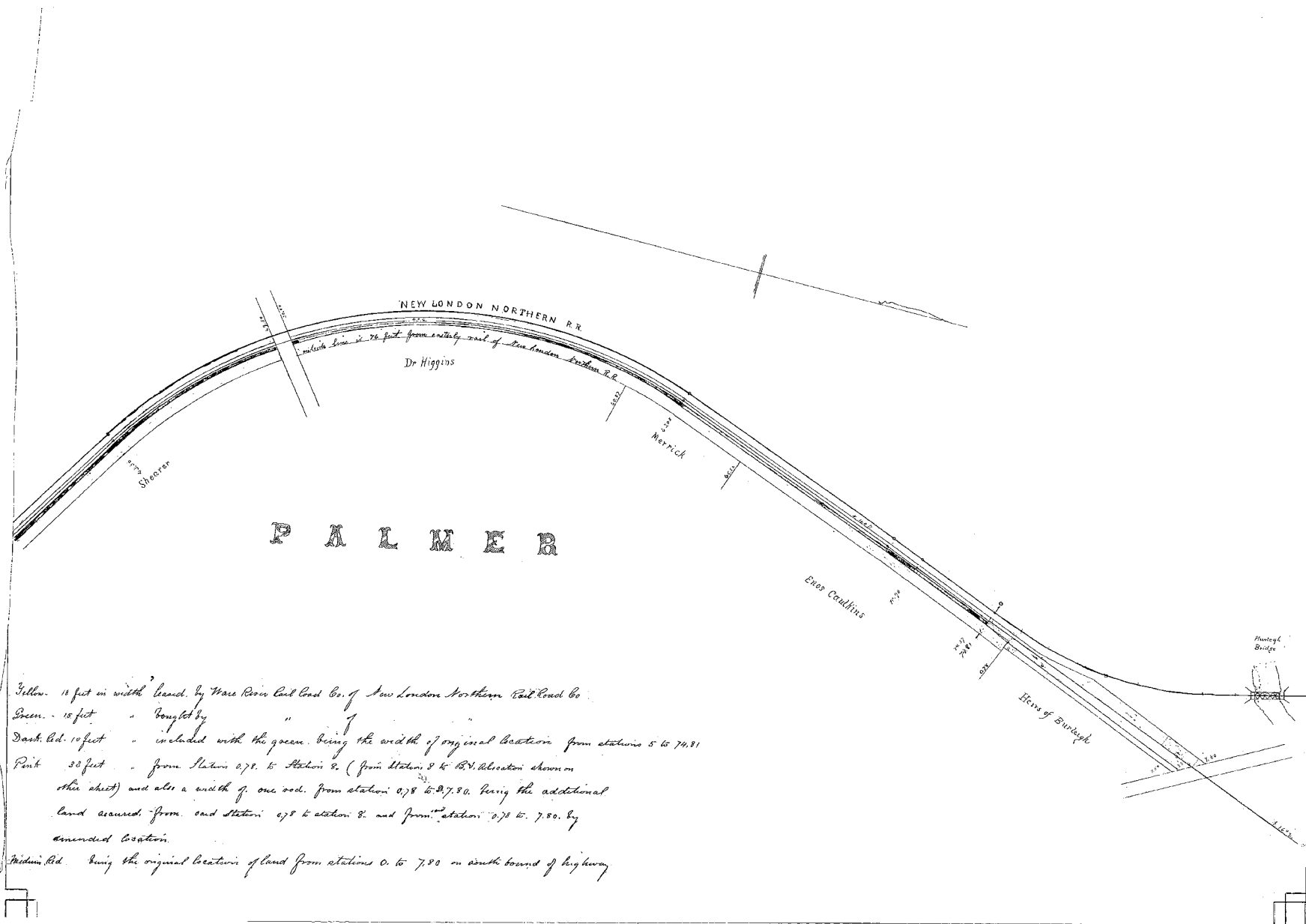
|                        |            |
|------------------------|------------|
| <b><i>Stations</i></b> | 43.36-7.80 |
|------------------------|------------|

### ***Landmarks located on Plan***

Burleigh Bridge









## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***

12/30/1918

### ***Sheet***

9A

### ***Page***

1

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description/Signature Page



# SPRINGFIELD

In accordance with the provisions of Chapter 463 of the Acts of 1906 of the Commonwealth of Massachusetts, and of Acts in amendment thereof and in addition thereto, the Boston and Albany Railroad Company hereby files a location of additional land taken for the purpose of making or securing its railroad or for one or more new tracks adjacent to other land occupied by it by a track or tracks already in use in the City of Springfield, County of Hampden and Commonwealth of Massachusetts, as shown on the accompanying plans.

The land so taken consists of two parcels bounded and described as follows:  
(Parcel 1.) Beginning at an iron rail imbedded in the ground at the intersection of the dividing-line between land of the Bay State Storage and Warehouse Company and land of Henry Lasker and Morris Hirsch, formerly of Alice W. Adams, with the dividing-line between land of said Bay State Storage and Warehouse Company and land of the Boston and Albany Railroad Company at a point distant forty-one and twenty-five hundredths (41.25) feet northwesterly from the base line of the location of the Boston and Albany Railroad measured at right angles thereto at or near Station 713+23.81; thence running southwestwardly by land of said Railroad Company, by a line drawn parallel with said base-line and distant forty-one and twenty-five hundredths (41.25) feet northwesterly therefrom about one hundred and sixty-five and ninety-one hundredths (165.91) feet to an iron rail imbedded in the ground on the dividing-line between land of the said Lasker and Hirsch, formerly of the said Adams, and land of the said Railroad Company; thence turning and running northwestwardly by land of said Railroad Company fifty (50) feet to an iron rail imbedded in the ground distant ninety and ninety-six hundredths (90.96) feet northwesterly from said base line measured at right angles thereto at or near Station 715+54.36; thence turning and running eastwardly by the remaining land of said Lasker and Hirsch, formerly of said Adams, about one hundred and sixty-eight and seven hundredths (168.7) feet to the place of beginning, containing ninety-four thousandths (2.5) of an acre, more or less; said parcel is supposed to belong to Henry Lasker and Morris Hirsch.

(Parcel 2.) Beginning at an iron rail imbedded in the ground on land of the Trustees of the Armory Realty Trust distant one hundred and six (106) feet northwesterly from the base line of the location of the Boston and Albany Railroad measured at right angles thereto at Station 685+33; thence running northeastwardly by a line drawn parallel with and distant one hundred and six (106) feet northwesterly from said base line about four hundred and fifty-one and ninety-eight hundredths (451.98) feet to an iron rail imbedded in the ground opposite Station 680+81.02; thence turning and running northwestwardly ten (10) feet to an iron rail imbedded in the ground distant one hundred and sixteen (116) feet northwesterly from said base

line measured at right angles thereto at said Station 680+81.02; thence turning and running northeastwardly over land of said Trustees and over land of the City of Springfield by a line drawn parallel with said base line and distant one hundred and sixteen (116) feet northwesterly therefrom about three hundred and thirty-seven and ninety-eight hundredths (337.98) feet to an iron rail imbedded in the ground opposite Station 677+43.04; thence turning and running southeastwardly over land of the said City of Springfield about forty-five and thirty-seven hundredths (45.37) feet to land of the said Boston and Albany Railroad Company of an iron rail imbedded in the ground distant seventy-five (75) feet northwesterly from said base line measured at right angles thereto at Station 677+62.46; thence turning and running southwestwardly by land of said Boston and Albany Railroad Company to the place of beginning, containing seven hundred and forty thousandths (7.4) of an acre, more or less; said parcel is supposed to belong to the Trustees of the Armory Realty Trust and the City of Springfield.

The Boston and Albany Railroad Company also takes slope rights in the following parcel of land in said Springfield, bounded and described as follows:

Beginning at an iron rail imbedded in the ground at a point on land of M.S. Converse Company distant forty-eight and twenty-five hundredths (48.25) feet northwesterly from said base line of location measured at right angles thereto at Station 624+43.32; thence running northeastwardly over land of said Converse Company by a line drawn parallel with said base line and distant forty-eight and twenty-five hundredths (48.25) feet northwesterly therefrom, about two hundred and twenty-one and fifty-one hundredths (221.51) feet to land of the Trustees of the Armory Realty Trust at an iron rail imbedded in the ground; thence turning and running northwestwardly by said land of said Trustees about two and fifty-seven hundredths (2.57) feet to an iron rail imbedded in the ground distant fifty and sixty-nine hundredths (50.69) feet northwesterly from said base line of said location measured at right angles thereto at Station 622+41.04; thence turning and running northeastwardly over land of said Trustees of the Armory Realty Trust by a line curving convex to the south with a radius of four hundred and seventy-six and thirty-six hundredths (476.6) feet about ninety-four and eighty-six hundredths (94.86) feet to land of the Boston and Albany Railroad Company at a point distant forty-one and twenty-five hundredths (41.25) feet northwesterly from said base line of said location measured at right angles thereto at Station 621+46.58; thence turning and running southwestwardly by land of said Railroad Company about three hundred and sixteen and seventy-four hundredths (316.74) feet to an iron rail imbedded in the ground at a point opposite said Station 624+43.32; thence turning and running northwestwardly seven (7) feet to the place of beginning, containing forty-two thousandths (1.2) of an acre, more or less; said parcel is supposed to belong to the M.S. Converse Company and the Trustees of the Armory Realty Trust.

The courses shown on the said plans are magnetic courses.

This taking includes all rights of way and other easements and rights of every description within said parcels of land.

## DIRECTORS OF THE BOSTON & ALBANY RAILROAD COMPANY

*L. S. Ingest*  
*Asst. Gen'l Mgr.*  
*Chas. W. Smith*  
*Reginald Foster*  
*Morris Gray*  
*Robert H. Gaudin*

Boston, Dec. 24, 1918

I hereby certify, under the provisions of Sections 75, 78, and 81 of part II Chapter 463 of the Acts of 1906, that this record of location and plan has been prepared in conformity with the rules prescribed by the Board of Railroad Commissioners now the Public Service Commission.

*Andrew A. Highlands*  
Secretary

Commonwealth of Massachusetts.

Hampden, ss:

Filed December 30, 1918.

Attest:

*Robert O. Morris* Clerk.

City of Springfield  
County of Hampden  
State of Massachusetts



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***

12/30/1918

### ***Shelf***

9A

### ***Page***

2

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

Liberty St

Heywood St

Armory St

### ***Abutter Names located on Plan***

Boston & Albany Railroad Co

Lasker, Henry

Hirsh, Morris

Baystate Storage & Warehouse  
Co

MS Converse Co

Armory Realty Trust (Trs of)

Springfield City

Morgan & Hathaway

### ***Landmarks located on Plan***

FKA Adams Alice W

Parcel I

Parcel II

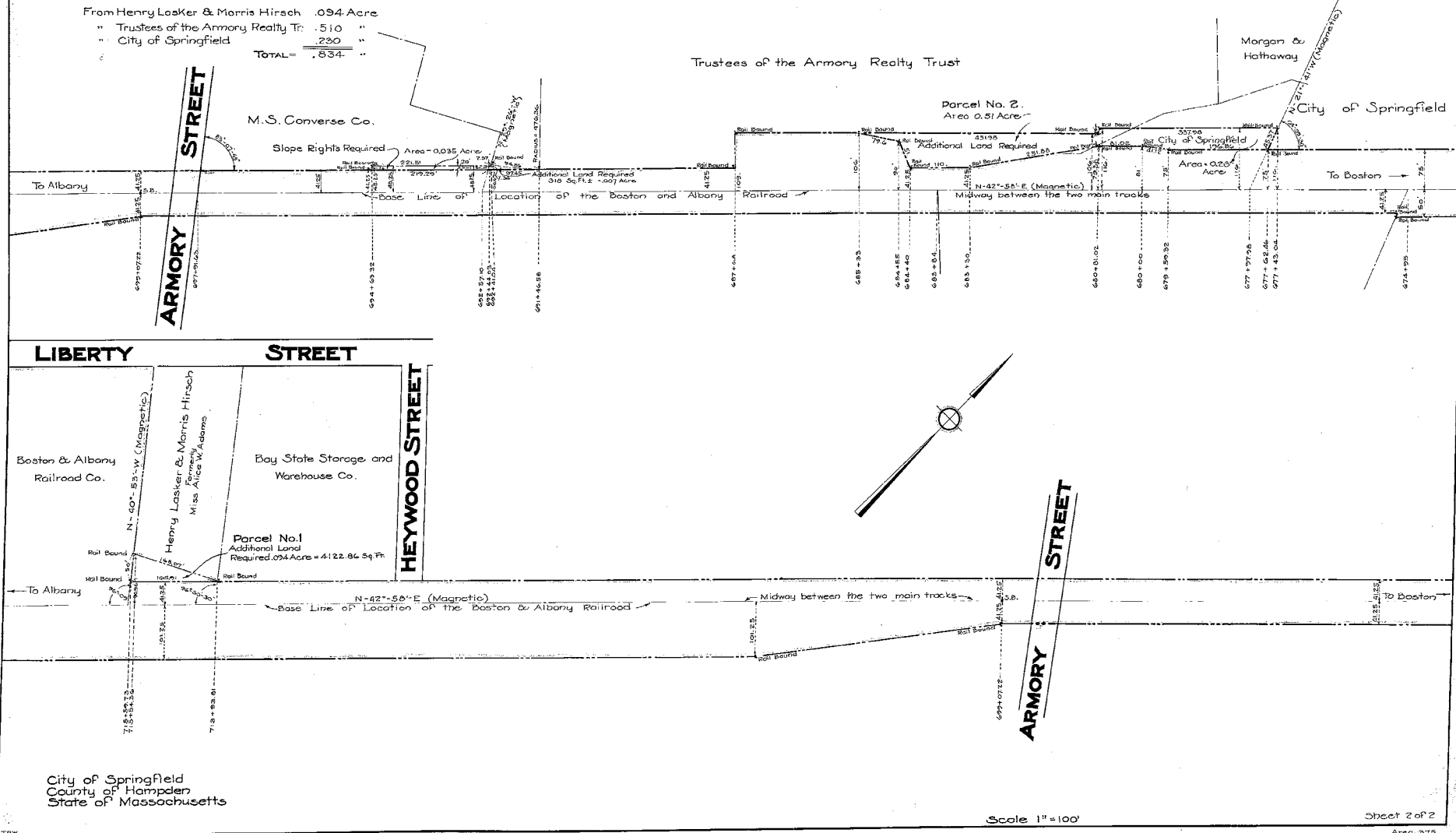
### ***Stations***

# SPRINGFIELD

## AREA OF LAND TO BE TAKEN

From Henry Lasker & Morris Hirsch .094 Acre  
 " Trustees of the Armory Realty Tr. .510 "  
 " City of Springfield .230 "  
**TOTAL = .834 "**

Trustees of the Armory Realty Trust



Scale 1" = 100'

Sheet 2 of 2

Area: 375



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Boston & Albany Railroad

### **Date Recorded**

5/22/1919

### **Shelf**

9A

### **Page**

3

### **Towns located on Plan**

Westfield

### **Roads located on Plan**

Union Ave

Colfax St

Grant St

Fowler St

### **Landmarks located on Plan**

Westfield River

Parcel I

Sullivan John F (heirs of)

Parcel II

### **Abutter Names located on Plan**

August, John C

Bushmann, William K

Boston & Albany RR Co

Sullivan, Bridget

Bay State Foundry Co

Brein Heather Co

American Abrasive Co

Bushmann, John  
C, August, William K

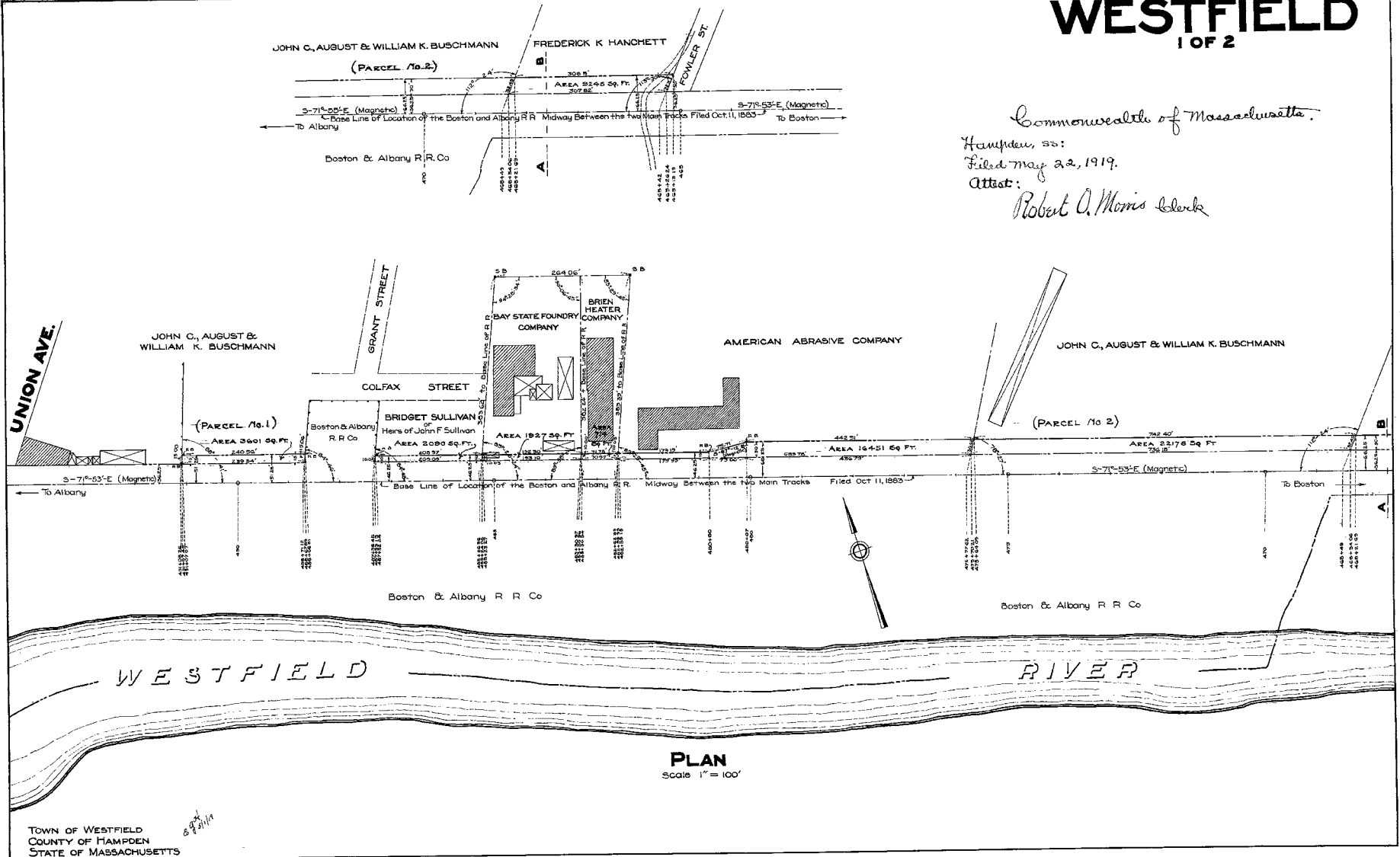
Hanchett, Frederick K

### **Stations**

# WESTFIELD

1 OF 2

Commonwealth of Massachusetts.  
 Hampden, ss:  
 Filed May 22, 1919.  
 Attest:  
 Robert A. Morris Clerk





## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Boston & Albany Railroad

### *Date Recorded*   *Sheet*   *Page*

5/19/1919   9A   4

### *Towns located on Plan*

Westfield

### *Roads located on Plan*

### *Abutter Names located on Plan*

### *Stations*

### *Landmarks located on Plan*

Description/Signature Page





# WESTFIELD

2 OF 2

## DESCRIPTION

In accordance with the provisions of Chapter 463 of the Acts of 1906 of the Commonwealth of Massachusetts, and the Acts in amendment thereof and in addition thereto, the Boston and Albany Railroad Company hereby files a location of additional land taken for the purpose of making and securing its railroad or for one or more new tracks adjacent to other land occupied by it, by a track or tracks already in use in the Town of Westfield, County of Hampden and Commonwealth of Massachusetts, as shown on the accompanying plan.

The land so taken consists of two parcels bounded and described as follows:

(Parcel #1) Beginning at an iron rail imbedded in the ground at a point on land supposed to belong to John C. August and William K. Buschmann, distant fifty-one and twenty-five hundredths (51.25) feet northerly from the base line of the location of the Boston and Albany Railroad measured at right angles thereto at Station 491+07.07, thence running South 71°-53' East (magnetic course) over land of said Buschmanns by a line parallel with said base line and distant fifty-one and twenty-five hundredths (51.25) feet northerly therefrom about two hundred and forty and fifty-six hundredths (240.88) feet to an iron rail imbedded in the ground on the dividing line between land of said Buschmanns and land of the Boston and Albany Railroad Company, thence turning and running South 23°-21' West (magnetic course) by said dividing line about fifteen and six hundredths (15.88) feet to other land of said Railroad Company, thence turning and running North 71°-53' West (magnetic course) by said land of said Railroad Company about two hundred and thirty-nine and fifty-four hundredths (239.88) feet to an iron rail imbedded in the ground distant thirty-six and twenty-five hundredths (36.88) feet northerly from said base line measured at right angles thereto at Station 491+07.43, thence turning and running North 19°-26' East (magnetic course) by land of said Buschmanns about fifteen (15) feet to the place of beginning, containing 3601 square feet, more or less, said parcel is supposed to belong to John C. August and William K. Buschmann.

(Parcel #2) Beginning at an iron rail imbedded in the ground at a point on the dividing line between land of the Boston and Albany Railroad Company and land supposed to belong to Bridget Sullivan, distant forty-six and twenty-five hundredths (46.88) feet northerly from the base line of the location of the Boston and Albany Railroad measured at right angles thereto at Station 487+32.24, thence running South 71°-53' East (magnetic course) over land of said Sullivan by a line parallel with said base line and distant forty-six and twenty-five hundredths (46.88) feet northerly therefrom about two hundred and eight and ninety-seven hundredths (208.88) feet to land supposed to belong to the Bay State Foundry Company, thence continuing on the same course over land of said Foundry Company about one hundred and ninety-two and thirty hundredths (192.88) feet to land supposed to belong to the Brien Heater Company, thence continuing on the same course over land of said Brien Heater Company about seventy-one and seventy-eight hundredths (71.88) feet to land supposed to belong to the American Abrasive Company, thence continuing on the same course over land of said Abrasive Company about one hundred and seventy-nine and nineteen hundredths (179.88) feet to an iron rail imbedded in the ground opposite Station 480+80 on said base line, thence turning and running South 87°-12'

East (magnetic course) about seventy-five and seventy-one hundredths (75.88) feet to an iron rail imbedded in the ground on land of said American Abrasive Company distant sixty-six and twenty-five hundredths (66.88) feet northerly from said base line of location measured at right angles thereto at Station 480+07, thence turning and running South 71°-53' East (magnetic course) about four hundred and forty-two and ninety-one hundredths (442.88) feet over land of said American Abrasive Company to land supposed to belong to said John C. August and William K. Buschmann, thence continuing on the same course over said land supposed to belong to said Buschmanns about seven hundred and forty-two and forty hundredths (742.88) feet to land supposed to belong to Frederick K. Hanchett, thence continuing on the same course over said land of said Frederick K. Hanchett about three hundred and eight and five-tenths (308.88) feet to a point on the northwesterly line of Fowler Street distant sixty-six and twenty-five hundredths (66.88) feet northerly from the said base line of said location measured at right angles thereto at or near Station 465+13.19, thence turning and running southwestwardly by the said northwesterly line of said Fowler Street about thirty-two and seventy-one hundredths (32.88) feet to land of said Railroad Company, thence turning and running North 71°-53' West (magnetic course) by land of said Railroad Company about twenty-two hundred and six and ninety-one hundredths (2206.88) feet to other land of said Railroad Company, thence turning and running North 23°-19' East (magnetic course) by said other land of said Railroad Company about ten and four hundredths (10.88) feet to the place of beginning, containing 52606 square feet more or less, subject to any right which the town of Westfield may have to lay, make, repair and maintain a sewer at or near the easterly end of said parcel supposed to belong to said Buschmanns, and to any and all rights of way or crossing, if any there be, at the easterly end of said parcel supposed to belong to said Hanchett, said parcel is supposed to belong to Bridget Sullivan, Bay State Foundry Company, Brien Heater Company, American Abrasive Company, John C. August and William K. Buschmann and Frederick K. Hanchett.

The Courses shown on the said plan are magnetic courses.

This taking includes all rights of way and other easements and rights of every description within said parcels of land except as aforesaid.

*Robert H. Anderson*  
*Rogers*  
*Chubb*  
*Morris*  
*William*

**DIRECTORS  
OF THE  
BOSTON & ALBANY R. R.  
COMPANY**

Boston, May 19 1919  
 I hereby certify, under the provisions of sections 75, 76, and 81 of part II Chapter 463 of the Acts of 1906, that this record of location and plan has been prepared in conformity with the rules prescribed by the Board of Railroad Commissioners now the Public Service Commission.

*Wm. H. Hurd*  
 Secretary



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

7/10/1919   9A   5

### ***Towns located on Plan***

West Springfield

### ***Roads located on Plan***

Day St

Cornell St

Union St

### ***Abutter Names located on Plan***

Boston & Albany RR Co

Gordon, Gurdon FKA

United Drop Forge Co

Smith, Pamela C

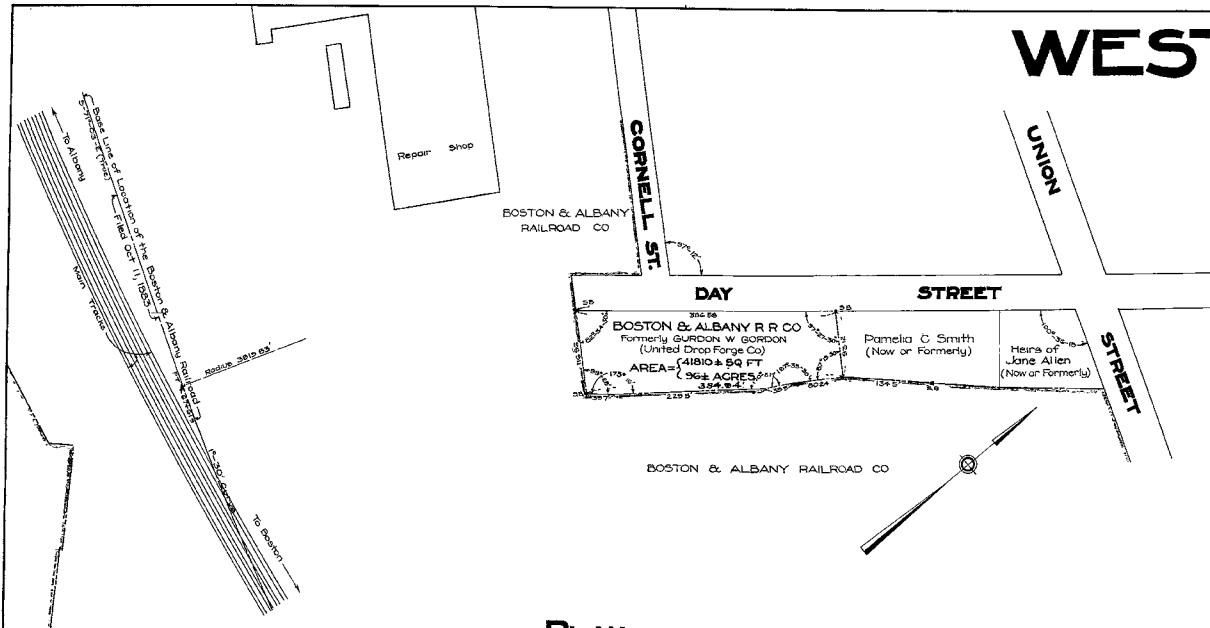
Allen, Jane (heirs of)

### ***Stations***

### ***Landmarks located on Plan***



# WEST SPRINGFIELD



**PLAN**  
SCALE 1" = 100'

## DESCRIPTION

In accordance with the provisions of Chapter 463 of the Acts of 1906 of the Commonwealth of Massachusetts, and of Acts in amendment thereof and in addition thereto, the Boston and Albany Railroad Company hereby files a location on land purchased by it since March 14, 1919, for railroad purposes in the Town of West Springfield, County of Hampden in said Commonwealth as shown on the accompanying plan.

The land so located upon is bounded and described as follows:  
Beginning at a stone monument set in the ground at the intersection of the southeasterly line of Day Street with the dividing-line between land of the Boston and Albany Railroad Company and land of Gurdon W. Gordon, thence running northeasterly by the said southeasterly line of said Day Street about three hundred and eighty-six and fifty-eight hundredths (386.58) feet to a stone monument set in the ground at land now or formerly of Pamela C. Smith, thence turning and running southeasterly by land now or formerly of said Smith about ninety-three and twelve hundredths (93.12) feet to land of the Boston and Albany Railroad Company, thence turning and running southwestwardly by land of said Railroad Company about three hundred and eighty-four and ninety-four hundredths (384.94) feet to a stone monument set in the ground at a corner of land of said Railroad Company, thence turning and running northwesterly by land of said Railroad Company about one hundred and sixteen and ninety-six hundredths (116.96) feet to the place of beginning, containing forty-one thousand eight hundred and ten (41,810) square feet more or less, together with all the right, title and interest of said Gurdon W. Gordon in and to said Day Street.

This location includes all rights of way and other easements and rights of every description in said parcel of land.  
The course of the tangent on the base line of the location as shown on the plan is a true course.

69th

TOWN OF WEST SPRINGFIELD  
COUNTY OF HAMPDEN  
STATE OF MASSACHUSETTS

*Robert H. Gault*  
*Robert H. Gault*  
*Wm. E. Gault*  
*William E. Gault*  
*Livingston Davis*  
*Reginald Foster*

**DIRECTORS  
OF THE  
BOSTON & ALBANY R. R.  
COMPANY**

I hereby certify, under the provisions of sections 75, 76, and 81 of part II Chapter 463 of the Acts of 1906, that this record of location and plan has been prepared in conformity with the rules prescribed by the Board of Railroad Commissioners, now the Public Service Commission

*Andrew B. Highland*  
Secretary

*Commonwealth of Massachusetts.*  
Hampden, ss.  
Filed: July 10, 1919  
Attest *Robert O. Morris* Clerk

CORRECT

JUL 10 1919

*Phil. Rogers*  
ENGINEER



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

7/25/1924   9A   6

### ***Towns located on Plan***

West Springfield

### ***Roads located on Plan***

Park Ave

Baldwin St

Kelso St

### ***Stations***

### ***Landmarks located on Plan***

### ***Abutter Names located on Plan***

Boston & Albany RR Co   Hevey,JP   Buckley,F

Kelso,Ed   Horner,E   Berry,WF

Thompson,IF   Holley,M

Bishop, Lucius & Mary   Fournier,LO

Smith,RW   Douglas,JE

Oconnell,JA   Hakman, P N & M H

Washburn,FL   Berry,WF

Falmouth,L   Brosslin,M

Degraham,A   Whitaker,JF

Hill,EP   Gold,NA

Holley,M   Targett,JE



# WEST SPRINGFIELD

DIRECTORS  
OF THE  
BOSTON & ALBANY  
RAILROAD COMPANY

*W. S. Sargent*  
*Wm. C. Sargent*  
*William C. Sargent*  
*Marion Sargent*  
*Livingston Davis*

## DESCRIPTION

In accordance with the provisions of Chapter 160 of the General Laws of the Commonwealth of Massachusetts, and of the Acts in amendment thereof and in addition thereto, the Boston & Albany R.R. hereby files a location purchased by it since July 1, 1923 for Railroad Purposes in the Town of West Springfield, County of Hampden and Commonwealth of Massachusetts, as shown on the plan hereon and described as follows -

Beginning at a stone bound set in the ground at the intersection of the northerly side line of location of the Boston & Albany R.R. with the easterly side line of Baldwin Street, distant eighty-three and three hundredths (83 <sup>3</sup>/<sub>100</sub>) feet northerly from a point distant three hundred and seventeen and thirty-seven hundredths (317 <sup>37</sup>/<sub>100</sub>) feet measured westwardly by the tangent, produced, from a point of curve in the base line of said location, marked by a rail bound at or near station 95+17.29; thence running northwardly by said easterly side line of Baldwin Street, three hundred and thirty-nine and sixty-seven hundredths (339 <sup>67</sup>/<sub>100</sub>) feet to a stone bound at the intersection with the southeasterly side line of Park Avenue; thence turning and running northeastwardly by said side line of Park Avenue, five hundred and thirty-two and eighty-three hundredths (532 <sup>83</sup>/<sub>100</sub>) feet to a corner of land of Lucius and Mary Bishop, thence turning and running southeastwardly by said land of said Bishops, one hundred and sixty-eight and thirty hundredths (168 <sup>3</sup>/<sub>100</sub>) feet to a corner; thence turning and running northeastwardly still by said land of Lucius and Mary Bishop sixty-six (66) feet to a strip of land one (1) foot wide, now or formerly belonging to E. D. Kelso and I. F. Thompson; thence turning and running southeastwardly by said one (1) foot strip, seven hundred and fifty-one and ninety-three hundredths (751 <sup>93</sup>/<sub>100</sub>) feet to a point in said northerly side line of location distant four hundred and eighty-eight and sixty-five hundredths (488 <sup>65</sup>/<sub>100</sub>) feet northerly from said base line of location, measured at right angles therefrom at or near station 88+34.04, thence turning and running southwestwardly by said northerly side line of location, in two (2) courses, namely, nine hundred and six and twenty-four hundredths (906 <sup>24</sup>/<sub>100</sub>) feet, and one hundred and seventy-five (175) feet to the place of beginning, containing about four hundred and nineteen thousand, seven hundred and thirty-nine (419,739) square feet.

This location includes all rights of way and other easements and rights of every description in said parcel of land.

All stationing used on this plan is Old Location stationing unless otherwise noted.

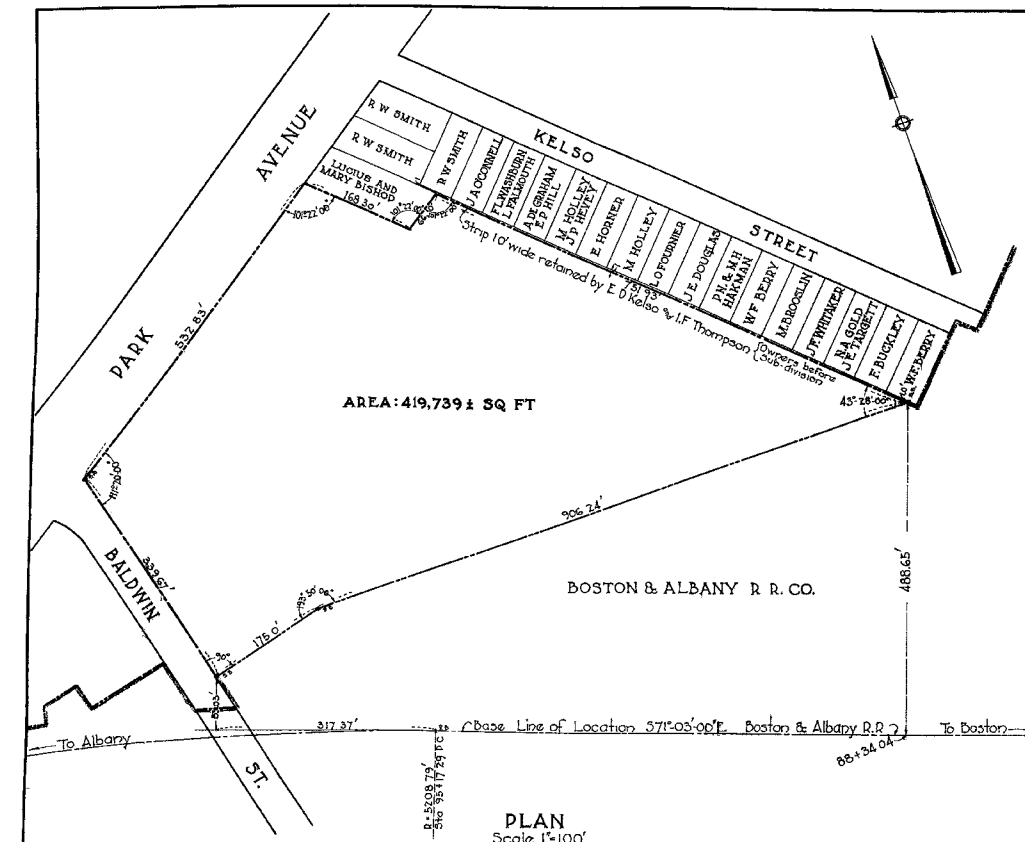
July 24, 1924

We hereby certify that all laws relative to the approval by the Board of Survey and applicable to this plan have been complied with

*Human C. Walker*  
*James M. Linnell*  
*Charles D. Palmer*

Board of Survey of the Town of  
West Springfield, Mass

Commonwealth of Massachusetts  
Hampden ss:  
Filed July 25, 1924  
Attest: *Robert O. May*



PLAN  
Scale 1"=100'

Boston, July 1, 1924  
I hereby certify under the provisions of sections 75, 78 and 81 of Part II Chapter 463 of the Acts of 1906 that this record of location and plan has been prepared in conformity with the rules prescribed by the Board of Railroad Commissioners, now the Department of Public Utilities.

*Arthur H. Higginbotham*  
Secretary.

TOWN OF WEST SPRINGFIELD  
COUNTY OF HAMPDEN  
COMMONWEALTH OF MASSACHUSETTS

CORRECT  
as to form  
July 1, 1924  
*W. D. Sargent*



## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Boston & Albany Railroad

### *Date Recorded*   *Sheet*   *Page*

10/3/1924      9A      7

### *Towns located on Plan*

West Springfield

### *Roads located on Plan*

Baldwin St

### *Abutter Names located on Plan*

Ramapogue Ice Co

Boston & Albany RR Co

### *Stations*

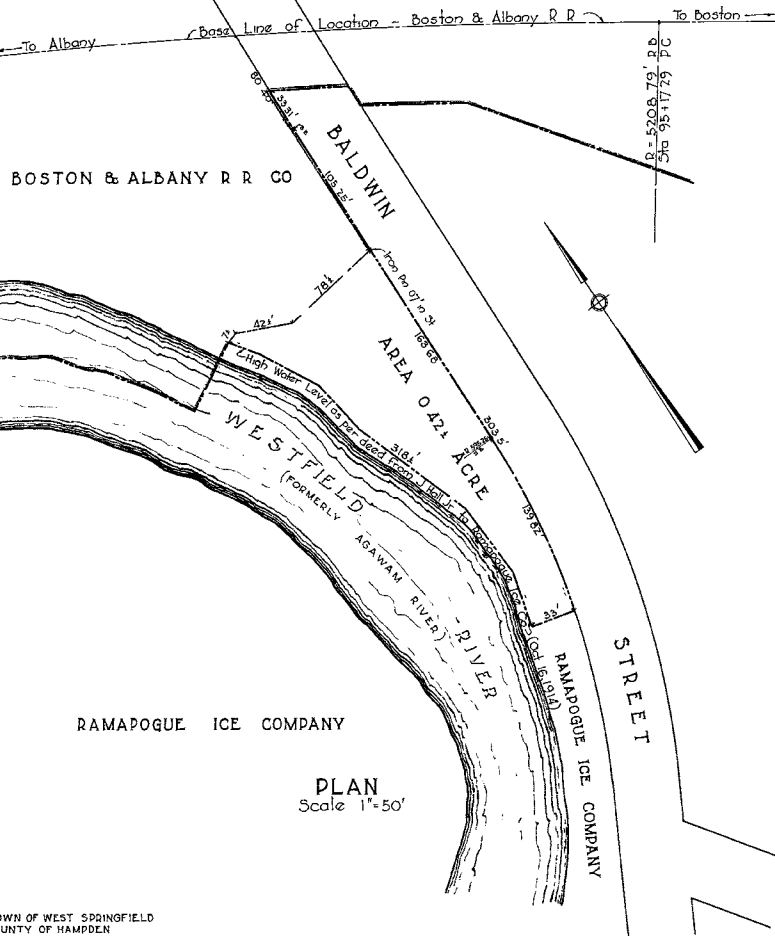
### *Landmarks located on Plan*

Westfield River FKA Agawam



# WEST SPRINGFIELD

BOSTON & ALBANY R R CO



TOWN OF WEST SPRINGFIELD  
COUNTY OF HAMPDEN  
COMMONWEALTH OF MASSACHUSETTS

*C. S. Gannett*  
*Chas. Bullard*  
*Wm. E. Carter*  
*Chas. H. Carter*  
*R. H. Carter*

DIRECTORS  
OF THE  
BOSTON & ALBANY  
RAILROAD COMPANY

## DESCRIPTION

In accordance with the provisions of Chapter 160 of the General Laws of the Commonwealth of Massachusetts and of the Acts in amendment thereof and in addition thereto the Boston & Albany R R hereby files a location purchased by it since September 1, 1923 for Railroad Purposes in the Town of West Springfield, County of Hampden and Commonwealth of Massachusetts, as shown on the plan hereon and bounded and described as follows:

Beginning on the westerly side of the River Road leading from West Springfield to Agawam, now known as Baldwin Street, at the southeasterly corner of land of the Boston & Albany Railroad Company, formerly of Michael Corcoran, thence running southerly on said Baldwin Street, three hundred and three and five tenths (303  $\frac{5}{10}$ ) feet to a stake at land now or formerly of the Ramapoque Ice Company, thence westerly on said land now or formerly of the Ramapoque Ice Company about thirty-three (33) feet to a stake on the easterly margin of the Agawam River, said stake being in the high water level of said River, thence northerly by land of the said Ramapoque Ice Company by the high water level of said River to a second stake similarly fixed in the high water line of said River, said stake being in the dividing line between land of John Hall Jr and said land of the Boston & Albany Railroad Company and distant one hundred and thirty-two and five tenths (132  $\frac{5}{10}$ ) feet to the westerly line of said Baldwin Street, thence running easterly along said land of the Boston & Albany Railroad Company to the place of beginning, containing about forty-two hundredths (0.421) of an acre.

This location includes all rights of way and other easements and rights of every description in said parcel of land.

I hereby certify, under the provisions of sections 75, 78 and 81 of Part II Chapter 463 of the Acts of 1906 that this record of location and plan has been prepared in conformity with the rules prescribed by the Board of Railroad Commissioners, now the Department of Public Utilities.

*Andrew L. Higginson*  
Secretary

*Commonwealth of Massachusetts*  
*Hampden ss:*

*Filed October 3, 1924*

*Attest:*

*Robert O. Hancamp*



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albny Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

11/23/1925   9A   8

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

Warren Rd

### ***Abutter Names located on Plan***

Keith, Joseph H

Ruchardson, Carrie P

### ***Stations***

### ***Landmarks located on Plan***

Quaboag River





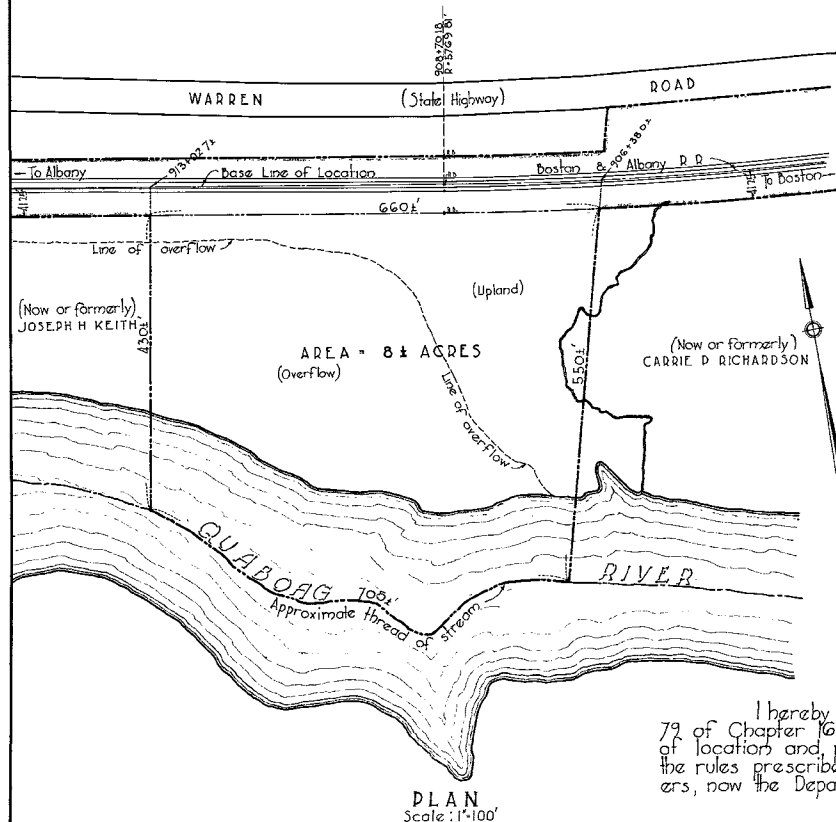
# PALMER

## DESCRIPTION

In accordance with the provisions of Chapter 160 of the General Laws of the Commonwealth of Massachusetts and of the Acts in amendment thereof and in addition thereto, the Boston & Albany R.R. hereby files a location purchased by it since November 1, 1924 for Railroad Purposes in the Town of Palmer, County of Hampden and Commonwealth of Massachusetts, as shown on the plan hereon, bounded and described as follows:

Beginning at the intersection of the dividing line between land now or formerly belonging to Carrie D. Richardson and the land herein described with the southerly side line of the location of the Boston & Albany R.R., said line extended northwardly intersecting the base line of said location at or near station 906 + 38; thence running southwardly by said dividing line about five hundred and fifty (550±) feet to the thread of stream of the Quaboag River, thence turning and running westwardly by said thread of stream about seven hundred and five (705±) feet to the intersection with the dividing line between land now or formerly belonging to Joseph H. Keith and said land herein described; thence turning and running northwardly by said last named dividing line about four hundred and thirty (430±) feet to the intersection with the said southerly side line of location; thence turning and running eastwardly by said southerly side line of location about six hundred and sixty (660±) feet to the place of beginning, containing about eight (8) Acres.

This location includes all rights of way and other easements and rights of every description in this parcel of land.



PLAN  
Scale: 1"=100'

Boston, Nov. 17, 1925  
I hereby certify, under the provisions of Section 79 of Chapter 160 of the General Laws, that this record of location and plan has been prepared in conformity with the rules prescribed by the Board of Railroad Commissioners, now the Department of Public Utilities.

Examined and  
as to form  
NOV 17 1925  
J. H. Hayes  
Register of Deeds  
Palmer, Mass.

*Andrew R. Higginson*  
Secretary.

*William E. Smith*  
*Allen L. Foster*  
*Robert M. Rogers*  
*Charles E. Adams*  
*Levinson D. Davis*

DIRECTORS  
OF THE  
BOSTON & ALBANY  
RAILROAD COMPANY

Commonwealth of Massachusetts  
Hampden, ss.

Filed, November 23, 1925

Attest: *Charles W. Edmonds* Clerk



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

7/20/1926

9A

9

### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

Middlefield St

### ***Abutter Names located on Plan***

Daniels Jr,SB

Chambers,RM

Jolly,Peter

### ***Stations***

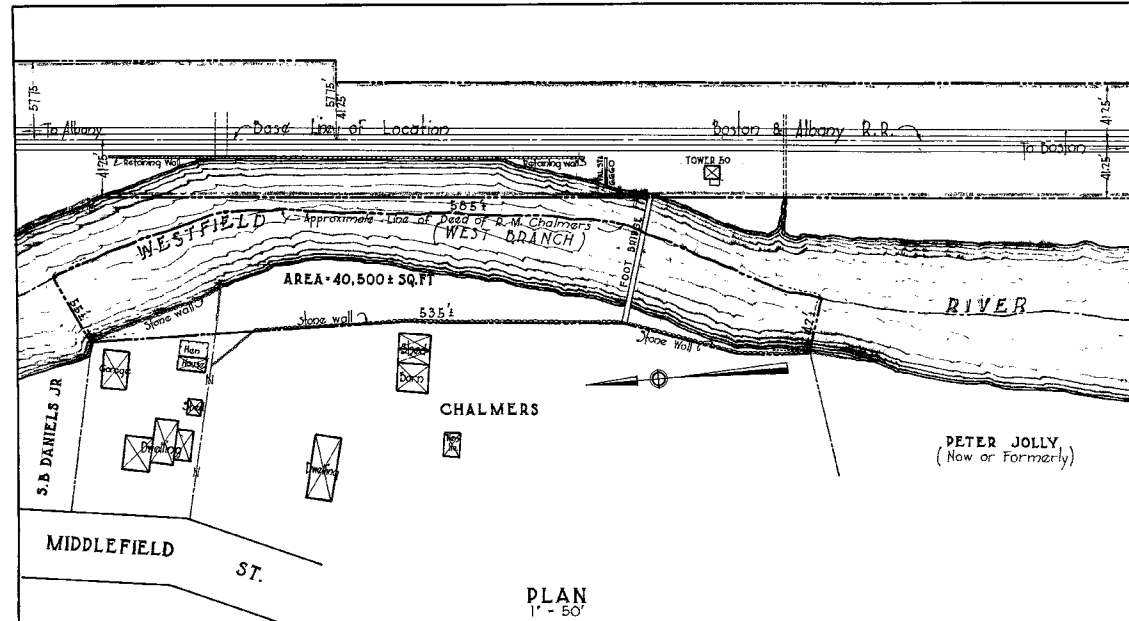
### ***Landmarks located on Plan***

Westfield River

Foot Bridge



# CHESTER



## DESCRIPTION

In accordance with the provisions of section 79 of Chapter 160 of the General Laws of the Commonwealth of Massachusetts and of the Acts in amendment thereof and in addition thereto, the Boston and Albany R.R. Company files a location on land purchased by it since July 1, 1925 for railroad purposes in the Town of Chester, County of Hampden and Commonwealth of Massachusetts, as shown on the above plan, bounded and described as follows:—

Beginning on the dividing line between land of Robert M. Chalmers and land supposed to belong to S.B. Daniels, Jr. at a point in the center line of a retaining wall bordering on the westerly shore of the west branch of the Westfield River; thence running southwardly over and across said land of Robert M. Chalmers and land formerly of Charles H. Knox to the westerly side of a stone wall, or dike wall, and by the said westerly side of the said wall about five hundred and thirty-five (535±) feet to the dividing line between said land formerly of said Knox and land now or formerly of Peter Jolly; thence turning and running eastwardly, by said last named dividing line about forty-two (42±) feet to the center line of the said branch of the Westfield River; thence turning and running northwardly by said center line about five hundred and eighty-five (585±) feet to the said dividing line between said land of Chalmers and said land of S.B. Daniels, Jr., thence turning and running westwardly by said last named dividing line about fifty-five (55±) feet to the point of beginning; containing about forty thousand, five hundred (40,500±) square feet.

This location includes all rights of way and other easements and rights of every description in this parcel of land.

TOWN OF CHESTER  
COUNTY OF HAMPDEN  
COMMONWEALTH OF MASSACHUSETTS

*C. S. Sargent*  
*William Endicott*  
*Jeffrey H. Gars*  
*Alvan M. Bee*  
*Lucas Watson Davis*

DIRECTORS  
OF THE  
BOSTON & ALBANY R.R.  
COMPANY

Boston, June 25, 1926.

I hereby certify, under the provisions of Section 79 of Chapter 160 of the General Laws that this record of location and plan has been prepared in conformity with the rules prescribed by the Board of Railroad Commissioners, now the Department of Public Utilities.

*Andrew A. Highland*  
Secretary

CORRECT  
as to form  
JUN 25 1926  
*Arthur H. W. K.*  
NOTARY PUBLIC

Commonwealth of Massachusetts  
Hampden, ss.

Filed, July 29, 1926

Attest:—

*Charles M. Calhoun*  
Clerk



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***

10/18/1926

### ***Shelf***

9A

### ***Page***

10

### ***Towns located on Plan***

West Springfield

### ***Roads located on Plan***

Baldwin St

Worthy Ave

### ***Abutter Names located on Plan***

Boston & Albany Railroad Co

Ramapogue Ice Co

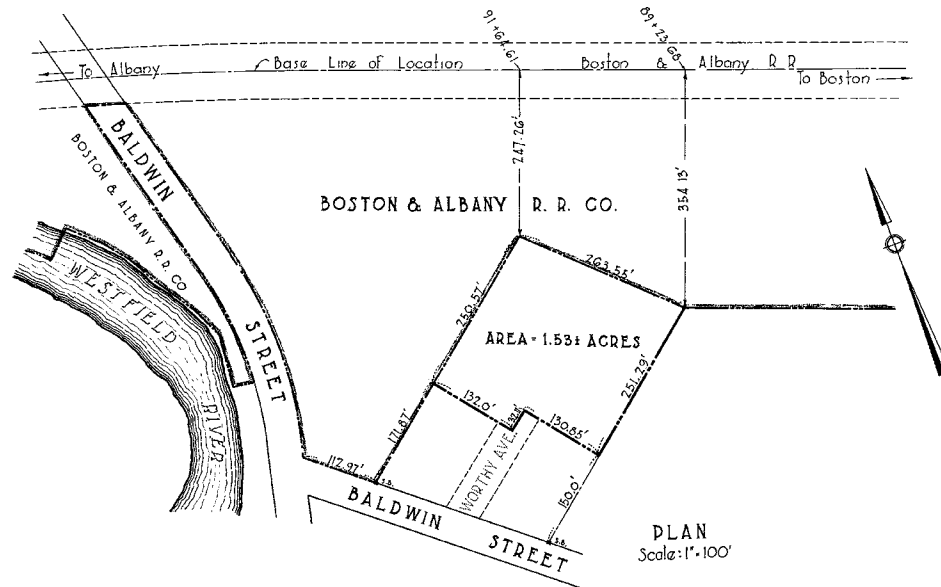
Kelsey, Harry S

### ***Landmarks located on Plan***

Westfield River

### ***Stations***

# WEST SPRINGFIELD



## DESCRIPTION

In accordance with the provisions of Section 79, Chapter 160 of the General Laws of the Commonwealth of Massachusetts and of the Acts in amendment thereof and in addition thereto, the Boston & Albany Railroad Company files a location on land purchased by it since March 1, 1927 for railroad purposes in the Town of West Springfield, County of Hampden and Commonwealth of Massachusetts as shown on the above plan, bounded and described as follows:

Beginning, at a corner in the southerly side line of location of the Boston & Albany Railroad, distant two hundred forty-seven and twenty-six hundredths (247.26) feet southerly from the base line of said location, measured at right angles therefrom at or near station 91+64.61; thence running southeasterly by said side line of location, two hundred sixty-three and fifty-five hundredths (263.55) feet to a point distant three hundred fifty-four and thirteen hundredths (354.13) feet southerly from said base line, measured at right angles therefrom at or near station 89+23.68; thence turning and running southwestwardly by the southeasterly line of the parcel of land herein described, two hundred fifty-one and twenty-nine hundredths (251.29) feet to a point distant one hundred fifty (150) feet measured

northeastwardly by said line, continued, from a stone bound in the northeasterly side line of Baldwin Street; thence turning and running northwestwardly by the southwesterly line of said parcel herein described one hundred thirty and eighty-five hundredths (130.85) feet to the center line of a private way known as Worthy Avenue; thence turning and running southwestwardly by said center line of private way, thirty-two and eleven hundredths (32.11) feet to a corner; thence, turning and running northwestwardly, still by said southwestwardly line of land herein described, one hundred and thirty-two (132) feet to the land and location of said Boston & Albany Railroad Company at a point distant one hundred seventy-one and eighty-seven hundredths (171.87) feet, measured northeastwardly by said land and location, from a stone bound in said northeasterly side line of Baldwin Street; thence turning and running northeastwardly by said land and location of the Boston & Albany Railroad Company two hundred fifty and fifty-seven hundredths (250.57) feet to the place of beginning, containing one and fifty-three hundredths (1.53) acres, more or less.

All stationing used above is Original Location Stationing.

*William Endicott*  
*Arthur M. Sears*

*Leopoldine Davis*  
*Charles L. Adams*

*Samuel S. Sweetser*

DIRECTORS  
OF THE  
BOSTON & ALBANY R R  
COMPANY

Boston, ~~February 24~~ <sup>March 24</sup> 1928.  
I hereby certify, under the provisions of  
Section 79 of Chapter 160 of the General Laws  
that this record of location and plan has been  
prepared in conformity with the rules prescribed  
by the Board of Railroad Commissioners, now the  
Department of Public Utilities.

*Arthur D. Higginbotham*  
Secretary.

*Commonwealth of Massachusetts*  
*Hampden ss:*  
*Filed March 1 - 1928*

*Attest-*

*Charles M. Callahan - Clerk.*



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

10/18/1926   9A   11

### ***Towns located on Plan***

West Springfield

### ***Roads located on Plan***

Plateau Cir

Park St

Baldwin St

### ***Abutter Names located on Plan***

Brackett, PA

Hayden, William H

Hayden, Minnie L

Worthy, Helen M

Bacon, Geo A

Goodnough, WP

B&A RR Co

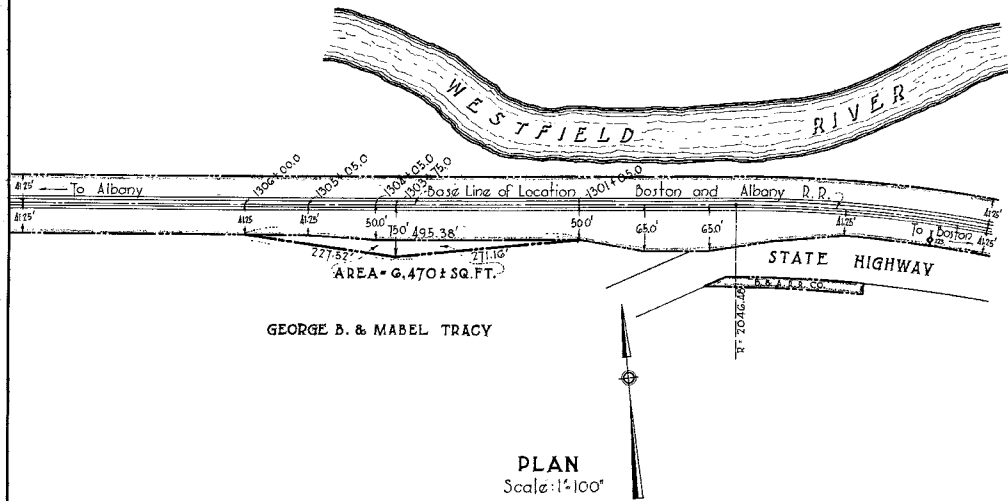
### ***Stations***

### ***Landmarks located on Plan***

Tower 43



# CHESTER



## DESCRIPTION

In accordance with the provisions of Section 79, Chapter 160 of the General Laws of the Commonwealth of Massachusetts and of the Acts amendatory thereof and in addition thereto, the Boston and Albany Railroad Company files a location on land purchased by it since June 1, 1927 for railroad purposes in the town of Chester, County of Hampden, and Commonwealth of Massachusetts, as shown on the above plan, bounded and described as follows:-

Beginning at a point in the southerly side line of location of the Boston and Albany Railroad, filed by the Western Railroad Corporation, November 29, 1839, distant fifty (50) feet southerly from the base line of said location, measured at right angles therefrom at station 1301+05, thence running westwardly by land of George B. & Mabel Tracy, two

hundred seventy-one and sixteen hundredths (271 16/100) feet to a point distant seventy five (75) feet southerly from said base line of location, measured at right angles therefrom, at or near station 1303+75, thence deflecting to the right and continuing in a westerly direction still by said land of said Tracy, two hundred twenty-seven and fifty two hundredths (227 52/100) feet to a point in said southerly side line of location, distant forty-one and twenty-five hundredths (41 25/100) feet southerly from said base line of location measured at right angles therefrom at or near station 1306+00, thence turning and running eastwardly by said southerly side line of location about four hundred ninety-five and thirty eight hundredths (495 38/100) feet to the point of beginning containing about six thousand four hundred and seventy (6,470 ±) square feet

DIRECTORS  
OF THE  
BOSTON & ALBANY R.R.  
COMPANY

*William Endicott*

*Allen Ledy*

*Herbert M. Dean*

*Alfred H. Houghton*

*Charles M. Colburn*

I hereby certify, under the provisions of Section 79 of Chapter 160 of the General Laws that this record of location and plan has been prepared in conformity with the rules prescribed by the Board of Railroad Commissioners now the Department of Public Utilities

*Andrew R. Houghton*  
Secretary

*Commonwealth of Massachusetts*

*Hampden Co.*

*Filed June 5, 1928*

*Attest:*

*Charles M. Colburn*  
Deputy

TOWN OF CHESTER  
COUNTY OF HAMPDEN  
COMMONWEALTH OF MASSACHUSETTS.



## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Boston & Albany Railroad

### *Date Recorded*   *Sheet*   *Page*

3/1/1928   9A   12

### *Towns located on Plan*

West Springfield

### *Roads located on Plan*

Baldwin St

Worthy Ave

### *Abutter Names located on Plan*

Boston & Albany RR Co

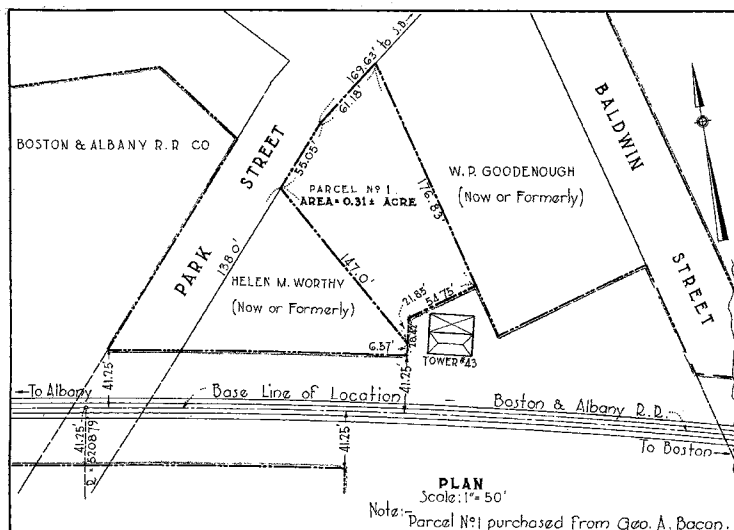
### *Stations*

### *Landmarks located on Plan*

Westfield River







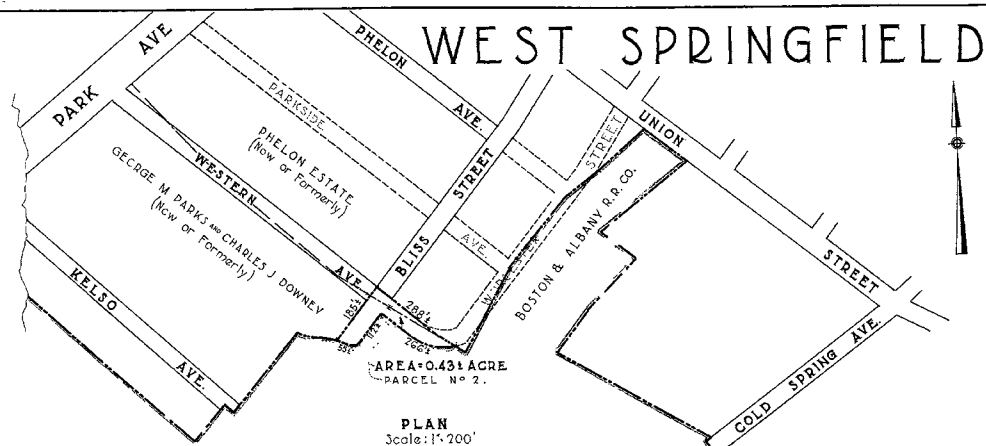
### DESCRIPTION

In accordance with the provisions of Section 79, Chapter 160 of the General Laws of the Commonwealth of Massachusetts and of the Acts in amendment thereof and in addition thereto, the Boston & Albany Railroad Company files a location on land purchased by it since October 10, 1927 for railroad purposes in the Town of West Springfield, County of Hampden and Commonwealth of Massachusetts as shown on the above plans, bounded and described as follows:

PARCEL 1: Beginning at the intersection of the westerly line of land now or formerly of W. D. Goodenough with the southeasterly side line of Park Street; thence running southeasterly by said land of W. D. Goodenough one hundred and seventy-six and eighty-three hundredths (176.83) feet to a corner in the northerly side line of location of the Boston and Albany Railroad; thence turning and running southwestwardly by the said side line of location Fifty-Four and seventy-five hundredths (54.75) feet to a corner; thence deflecting to the left and running southwestwardly by said side line of location twenty-one and eighty-five hundredths (21.85) feet to land now or formerly of Helen M. Worthing; thence turning and running northwestwardly by said land now or formerly of Helen M. Worthing one hundred and forty-seven (147) feet to said southeasterly line of Park Street; thence turning and running northwardly by said side line of Park Street Fifty-Five and five hundredths (55.05) feet to an angle in said street line distant one hundred and sixty-nine and sixty-three hundredths

(169.63) feet southwestwardly from a stone bound at the intersection of the westerly line of Baldwin Street; thence deflecting to the right and running by said line of Park Street sixty-one and eighteen hundredths (61.18) feet to the place of beginning, containing about thirty-one hundredths (0.31±) of an acre.

PARCEL 2: Beginning at the junction of the northwesterly side line of Bliss Street as laid out and accepted by the Town of West Springfield in 1909 and the northeasterly side line of Western Avenue as laid out and accepted by said town in 1898; thence running southeastwardly by said northeasterly line of Western Avenue, continued, and the dividing line between land now or formerly of Phelon estate and land now or formerly of G. M. Parks and C. J. Downey about two hundred and eighty-eight (288) feet to land of the Boston & Albany R. R. Company; thence turning and running northwestwardly by said land of said railroad company about two hundred and sixty-six (266) feet to a corner at the intersection of the continued lines of the southeasterly side of said Bliss Street and the southeasterly side of Western Avenue; thence turning and running southwestwardly by said southeasterly line of Bliss Street, continued, about one hundred and twelve (112) feet; thence turning and running northwestwardly by said land of said railroad company, about fifty-five (55) feet to the intersection of the said northwesterly side line of Bliss Street, continued; thence turning and running northeastwardly by said northwesterly line of Bliss Street continued, about one hundred and eighty-five (185) feet to the place of beginning, containing about forty-three hundredths (0.43±) of an acre.



*William Edgett*  
*Allen D. Bates*  
*George M. Parks*  
*Charles J. Downey*  
*Grace B. Regal*

DIRECTORS OF THE  
BOSTON & ALBANY R.R.  
COMPANY

Boston, September 29, 1928.  
I hereby certify, under the provisions of Section 79 of Chapter 160 of the General Laws, that this record of location and plan has been prepared in conformity with the rules prescribed by the Board of Railroad Commissioners, now the Department of Public Utilities.

*Arthur A. Sigler*  
Secretary.

*Commonwealth of Massachusetts*

*Hampden, ss.*

*Filed: October 10, 1928*

*Attest:*

*Charles M. Callahan* Clerk

TOWN OF WEST SPRINGFIELD  
COUNTY OF HAMPDEN  
COMMONWEALTH OF MASSACHUSETTS



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

6/5/1928

9A

13

### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Tracy, George

Tracy, Mabel

B & A RR Co

### ***Stations***

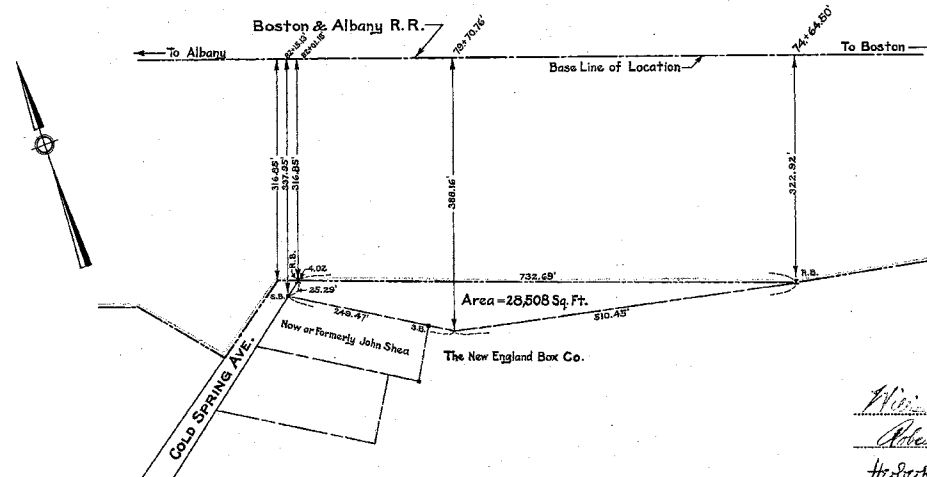
### ***Landmarks located on Plan***

Westfield River

State Highway



# WEST SPRINGFIELD



## DESCRIPTION

In accordance with the provisions of section 79 of Chapter 160 of the General Laws of the Commonwealth of Massachusetts and of the Acts in amendment thereof, and in addition thereto, The Boston and Albany R.R. Company files a location on land purchased by it since February 1, 1930 for railroad purposes in the Town of West Springfield, County of Hampden, and Commonwealth of Massachusetts, as shown on the above plan, bounded and described as follows:—

Beginning at a stone bound set in the ground at the intersection of the easterly line of Cold Spring Avenue with the dividing line between land now or formerly of John Shea and land of The New England Box Company, said point being distant three hundred thirty-seven and ninety-five hundredths (337.95) feet southerly of the base line of location of the Boston and Albany Railroad, measured at right angles thereto at Station 82+15.13; thence running northerly by the easterly line of Cold Spring Avenue about twenty-five and twenty-nine hundredths (25.29) feet to a rail bound set in the ground on the southerly line of land of the Boston and Albany Railroad Company distant three hundred sixteen and eighty-five hundredths (316.85) feet southerly of said base line of location measured at right angles thereto at Station 82+01.18; thence turning and running easterly along said line of land of said Railroad Company by a line parallel with said base line of location about four and two-hundredths (4.02) feet to an angle; thence continuing in an easterly direction by said Railroad Company's line about seven hundred thirty-two and sixty-nine hundredths (732.68) feet to a rail bound set in the ground distant three hundred twenty-two and ninety-two hundredths (322.92) feet southerly of said base line of location measured at right angles thereto at Station 74+64.50; thence turning and running westerly by other land of The New England Box Company about five hundred ten and forty-five hundredths (510.45) feet to a point on the extension of said dividing line between land of Shea and land of The New England Box Company, said point being distant three hundred eighty-eight and sixteen hundredths (388.16) feet southerly of said base line of location measured at right angles thereto at Station 79+70.76; thence running in a westerly direction by the extension of said dividing line and by said dividing line about two hundred forty-nine and forty-seven hundredths (249.47) feet to the place of beginning, containing twenty-eight thousand five hundred and eight (28,508) square feet of land more or less, together with all the right, title and interest of the grantor in and to said Cold Spring Avenue.

Witness my hand  
 Albert H. H. H.  
 Herbert M. H.  
 E. J. H.  
 J. H. H.  
 J. H. H.

DIRECTORS  
 OF THE  
 BOSTON & ALBANY R.R.  
 COMPANY

I hereby certify, under the provisions of Section 79 of Chapter 160 of the General Laws, that this record of location and plan has been prepared in conformity with the rules prescribed by the Board of Railroad Commissioners, now the Department of Public Utilities.

Administrative Secretary

COMMONWEALTH OF MASSACHUSETTS  
 HAMPDEN S.S.

Filed in the office of the Clerk of the County Commissioners,  
 this 21st day of January, 1931

Clerk of the County Commissioners.

TOWN OF WEST SPRINGFIELD  
 COUNTY OF HAMPDEN  
 COMMONWEALTH OF MASSACHUSETTS



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

10/01/1928   9A   14

### ***Towns located on Plan***

West Springfield

### ***Roads located on Plan***

Park St

Baldwin St

Park Ave

Kelso Ave

Western Ave

Parkside Ave

Phelon Ave

Bliss Ave

Worcester St

Union St

Cold Spring Ave

### ***Abutter Names located on Plan***

Boston & Albany RR Co

Worthy, Helen M

Goodenough, WP

Downey, Charles

Parks, George M

Phelon Estate

### ***Stations***

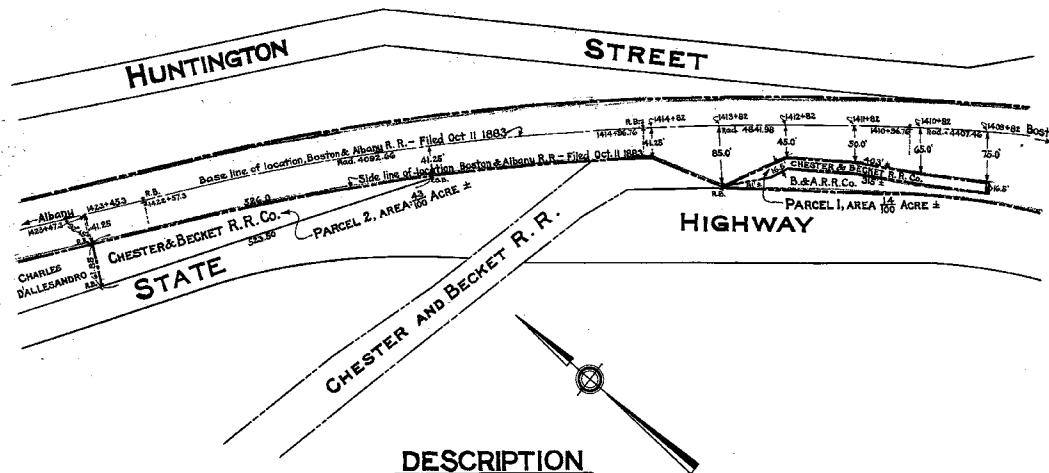
### ***Landmarks located on Plan***

Parcel I

Parcel II



# CHESTER



## DESCRIPTION

In accordance with the provisions of section 79 of Chapter 160 of the General Laws of the Commonwealth of Massachusetts and of the Acts in amendment thereof, and in addition thereto, the Boston and Albany R.R. Company files a location on land purchased by it since January 28, 1931, for railroad purposes in the Town of Chester, County of Hampden, and Commonwealth of Massachusetts, as shown on the above plan, bounded and described as follows:—

### Parcel No 1

Commencing at a point on the southwesterly side line of the location of the Boston and Albany Railroad Company, filed October 11, 1883, eighty-five (85) feet southwesterly of the base line of said location measured at right angles thereto at station 1435+82; thence running southeasterly by other land of the said Railroad Company about eighty-one (81) feet to a point sixteen and five-tenths (16.5) feet southwesterly of said side line of location measured at right angles thereto; thence continuing in a southeasterly direction by land of said Railroad Company by a line parallel with and sixteen and five-tenths (16.5) feet southwesterly of said side line of location about three hundred fifteen (315) feet to a corner; thence turning and running northeasterly at a right angle sixteen and five-tenths (16.5) feet to a point on said side line of location seventy-five (75) feet southwesterly of the base line of said location measured at right angles thereto at station 1409+82; thence turning and running in a northwesterly direction by said side line of location about four hundred three (403) feet to the point of beginning; containing about fourteen-hundredths of an acre (.14 a.).

### Parcel No 2

Commencing at a point on the southwesterly side line of the location filed by the Boston and Albany Railroad Company, October 11, 1883, forty-one and twenty-five-hundredths (41.25) feet southwesterly of the base line of said location measured at right angles thereto at station 1423+45.3; thence running southwesterly by land now or formerly of Charles Dallesandro about sixty-one and eighty-five-hundredths (61.65) feet to the highway formerly known as Huntington Street; thence turning and running southeasterly by said highway about five hundred twenty-three and five-tenths (523.5) feet to the said side line of location at a point distant forty-one and twenty-five hundredths (41.25) feet southwesterly of the base line of said location measured at right angles thereto; thence turning and running northwesterly by said side line of location about five hundred twenty-six (526) feet to the point of beginning; containing about forty-three-hundredths of an acre (.43 a.).

*William E. Edie*  
*Princeton Davis*  
*Albert H. Evans*  
*Hubert M. Sears*  
*Langdon J. ...*

DIRECTORS  
 OF THE  
 BOSTON & ALBANY R.R.  
 COMPANY

Boston, June 22, 1931  
 I hereby certify, under the provisions of Section 79 of Chapter 160 of the General Laws, that this record of location and plan has been prepared in conformity with the rules prescribed by the Board of Railroad Commissioners, now the Department of Public Utilities.

*Andrew A. High*  
 Secretary

TOWN OF CHESTER,  
 COUNTY OF HAMPDEN,  
 COMMONWEALTH OF MASSACHUSETTS.

COMMONWEALTH OF MASSACHUSETTS  
 HAMPDEN s.s.

Filed in the office of the Clerk of the County  
 Commissioners  
 this 19 day of October, 1931

*Charles M. Collins*  
 Clerk of the County Commissioners.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Ware River Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

12/31/1879   10   1

***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Amended Location



THE  
AMENDED LOCATION  
OF THE  
**WARE RIVER RAILROAD**  
IN  
HAMPDEN COUNTY

1879



# HAMPDEN COUNTY RAILROAD PROJECT

**Name of Railroad**

Ware River Railroad

| Date Recorded | Sheet | Page |
|---------------|-------|------|
| 10/10/1883    | 10    | 2    |

*Towns located on Plan*

*Roads located on Plan*

*Abutter Names located on Plan*

**Stations**

**Landmarks located on Plan**

Alignment/Note





## NOTES.

THIS AMENDED LOCATION EXTENDS FROM THE CENTRE LINE OF BOSTON & ALBANY RAILROAD NORTHERLY TO STATION 780, OR SOUTHERLY BOUNDS OF PUBLIC HIGHWAY FROM THREE RIVERS TO PALMER.

THE ALIGNMENT AND COURSES WERE GIVEN BY ALFRED R. FIELD IN 1870. FIGURES AND LINES PERTAINING THERETO ARE IN RED INK. THE DISTANCES UPON EACH SIDE OF THE CENTRE LINE AT THE DIVISION LINES BETWEEN DIFFERENT LOTS OF LAND ARE ALSO GIVEN IN RED INK.

THE FIGURES AND LINES PERTAINING TO LAND AND THE COURSES OF DIVISION LINES BETWEEN THE DIFFERENT LOTS OF LAND ARE GIVEN IN BLACK INK.

YELLOW 18 FEET IN WIDTH LEASED BY WARE RIVER RAILROAD CO. OF THE NEW LONDON NORTHERN RAILROAD CO.  
GREEN 15 FEET IN WIDTH BOUGHT BY WARE RIVER RAILROAD CO. OF THE NEW LONDON NORTHERN RAILROAD CO.  
DARK RED 10 FEET IN WIDTH INCLUDED WITH THE GREEN BEING THE WIDTH OF ORIGINAL LOCATION FROM STATIONS 5 TO 74.51 ALSO FROM STATION 74.81 TO A POINT 400 FEET SOUTHERLY OF SOUTHERLY END OF BURLEIGH BRIDGE.

PINK 33 FEET IN WIDTH FROM STATION 0.78 SOUTHERLY TO STATION 8 AND DIVERGING FROM A WIDTH OF 33 FEET AT STATION 8 TO A WIDTH OF FIVE RODS AT POINT OF INTERSECTION WITH LOCATION OF BOSTON & ALBANY RAILROAD MEASURED AT RIGHT ANGLES WITH THE WARE RIVER RAILROAD CENTRE LINE AS SHOWN ON HEREIN PLANS, BEING THE ADDITIONAL LAND SECURED BY AMENDED LOCATION BETWEEN THE TWO POINTS LAST NAMED.

PINK 16<sup>1</sup>/<sub>2</sub> FEET IN WIDTH FROM STATIONS 0.78 TO 780, BEING THE ADDITIONAL LAND SECURED BY AMENDED LOCATION BETWEEN THE TWO POINTS LAST NAMED.

MEDIUM RED BEING THE ORIGINAL LOCATION FROM STATIONS 0.78 TO 780 OR SOUTHERLY BOUNDS OF PUBLIC HIGHWAY FROM THREE RIVERS TO PALMER.

THE PLANS OF AMENDED LOCATION HEREIN SHOWN ARE DRAWN TO A SCALE OF 60 FEET TO AN INCH.

*Sanford, ss*

Office of the Clerk of the County  
Commissioners Received and filed October  
10<sup>th</sup> 1883

*Robert O. Morris Clerk*

By direction of the Board of Railroad Commissioners I certify that the record of location herein contained appears to be sufficient and in conformity to law, and that it is prepared in conformity with the rules established by the Board.  
*John H. Litchman* Clerk.  
Boston October 10 1883.

*Directors*

## ALIGNMENT.

|                                |                     |
|--------------------------------|---------------------|
| STATION X TO B & A CENTRE LINE | 100 FT N 30° 40' W  |
| B & A CENTRE LINE TO 0         | = 69 FT N 30° 40' W |
| STATION 0 TO 367               | N 30° 40' W         |
| " 367 TO 633                   | N 28° 40' W         |
| " 633 TO 800                   | N 28° 40' W         |
| " 800 TO 1535                  | 4° CURVE LEFT       |
| " 1535 TO 4336                 | N 58° 03' W         |
| " 4336 TO 6305                 | 4° CURVE RIGHT      |
| " 6305 TO 7090                 | N 20° 42' E         |
| " 7090 TO 74.87                | 0° 30' CURVE RIGHT  |
| " 74.87 TO (74.81 ± 0)         | N 22° 26' E         |
| " (74.81 ± 0) TO 750           | N 22° 26' E         |
| " 750 TO 1075                  | 2° CURVE LEFT       |

NOTES STATION 74.81 = STATION 0

STATION 0 IS 800 FEET SOUTHERLY FROM SOUTHERLY END OF BURLEIGH BRIDGE.

THE ABOVE ALIGNMENT IS MADE BY MAGNETIC MERIDIAN.

*John H. Litchman*  
*Chas. A. Stevens*  
*C. A. Parley*  
*Wm. H. Whitney*

*W. A. Heywood, Chief Engineer*

*October 1 1879*



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Ware River Railroad

| <b><i>Date Recorded</i></b> | <b><i>Sheet</i></b> | <b><i>Page</i></b> |
|-----------------------------|---------------------|--------------------|
| 10/10/1883                  | 10                  | 3                  |

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Scism, JE

NLN RR Co

Squier, JA

Phelps, Willis

Thompson, Jos

Knox, Peggy

### ***Stations***

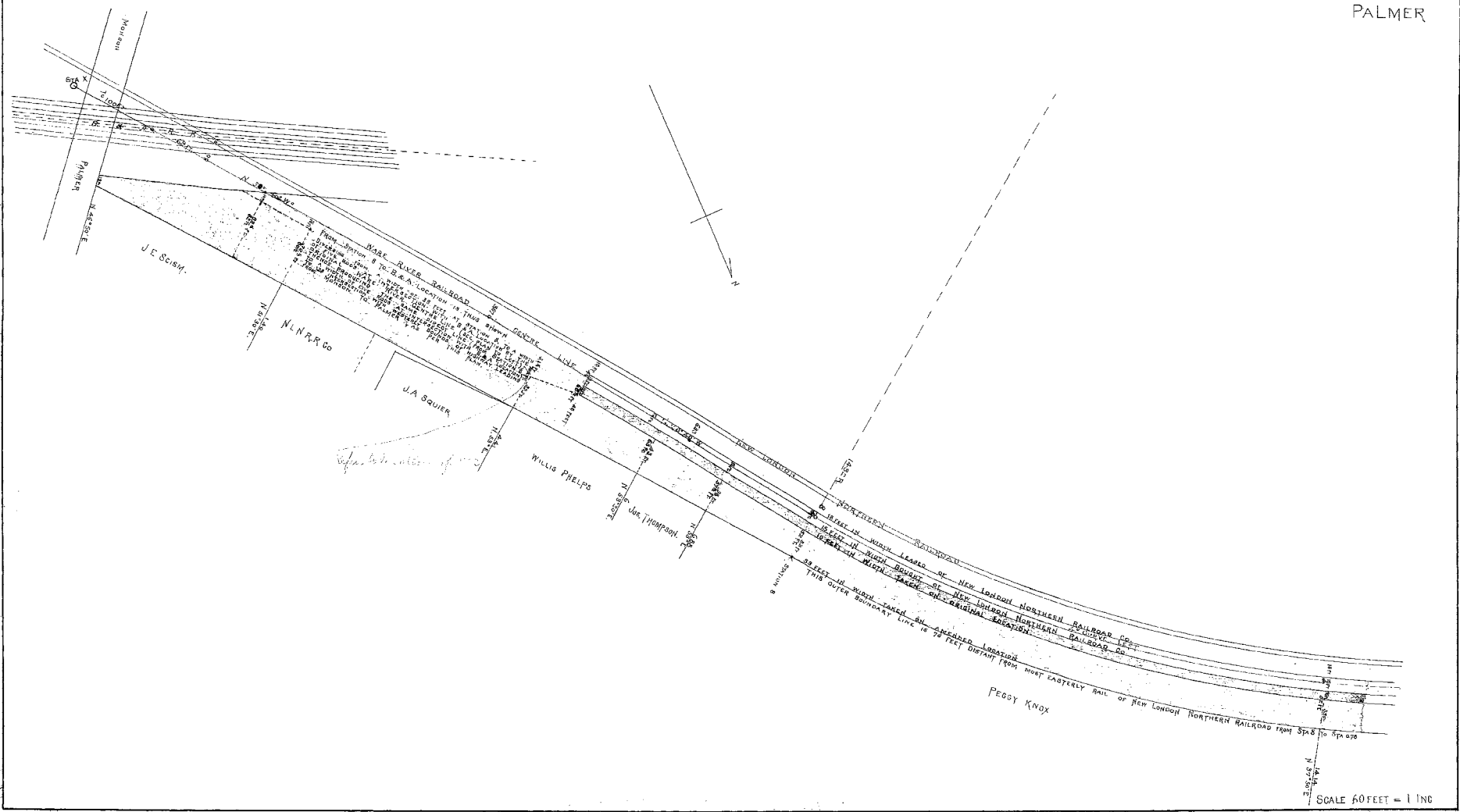
### ***Landmarks located on Plan***

Ware RR Crossing B & A RR t

Monson/Palmer Line



PALMER





## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Ware River Railroad

| <i>Date Recorded</i> | <i>Sheet</i> | <i>Page</i> |
|----------------------|--------------|-------------|
| 10/10/1883           | 10           | 4           |

### *Towns located on Plan*

Palmer

### *Roads located on Plan*

### *Abutter Names located on Plan*

Brown,E

Holbrook,Wm

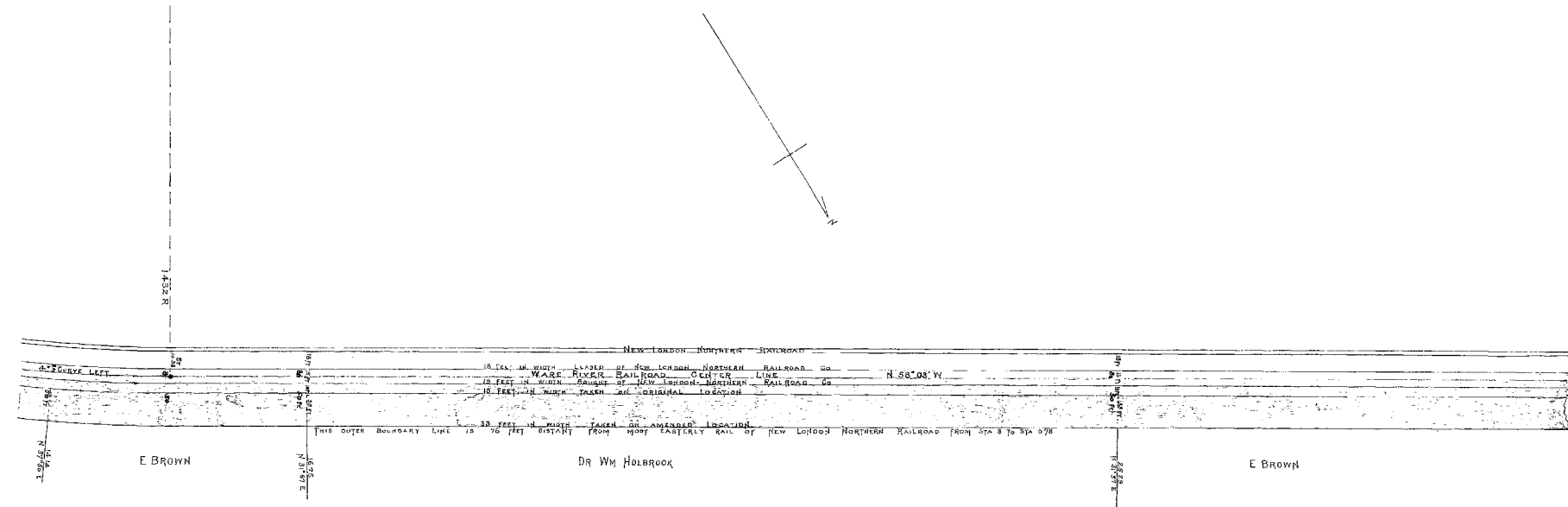
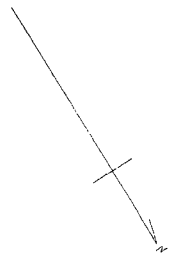
Brown,E

### *Stations*

### *Landmarks located on Plan*



PALMER



SCALE 60 FEET = 1 INCH



## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Ware River Railroad

| <i>Date Recorded</i> | <i>Sheet</i> | <i>Page</i> |
|----------------------|--------------|-------------|
|----------------------|--------------|-------------|

|            |    |   |
|------------|----|---|
| 10/10/1883 | 10 | 5 |
|------------|----|---|

### *Towns located on Plan*

Palmer

### *Roads located on Plan*

### *Abutter Names located on Plan*

Brown,E

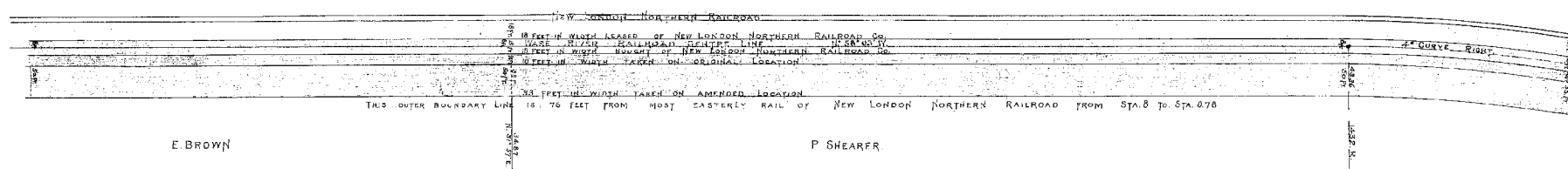
Shearer,P

### *Stations*

### *Landmarks located on Plan*



PALMER.



SCALE 60 FEET = 1 INCH.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Ware River Railroad

| <b><i>Date Recorded</i></b> | <b><i>Sheet</i></b> | <b><i>Page</i></b> |
|-----------------------------|---------------------|--------------------|
| 10/10/1883                  | 10                  | 6                  |

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Shearer,P

Higgins,AM

Calkins,Enos

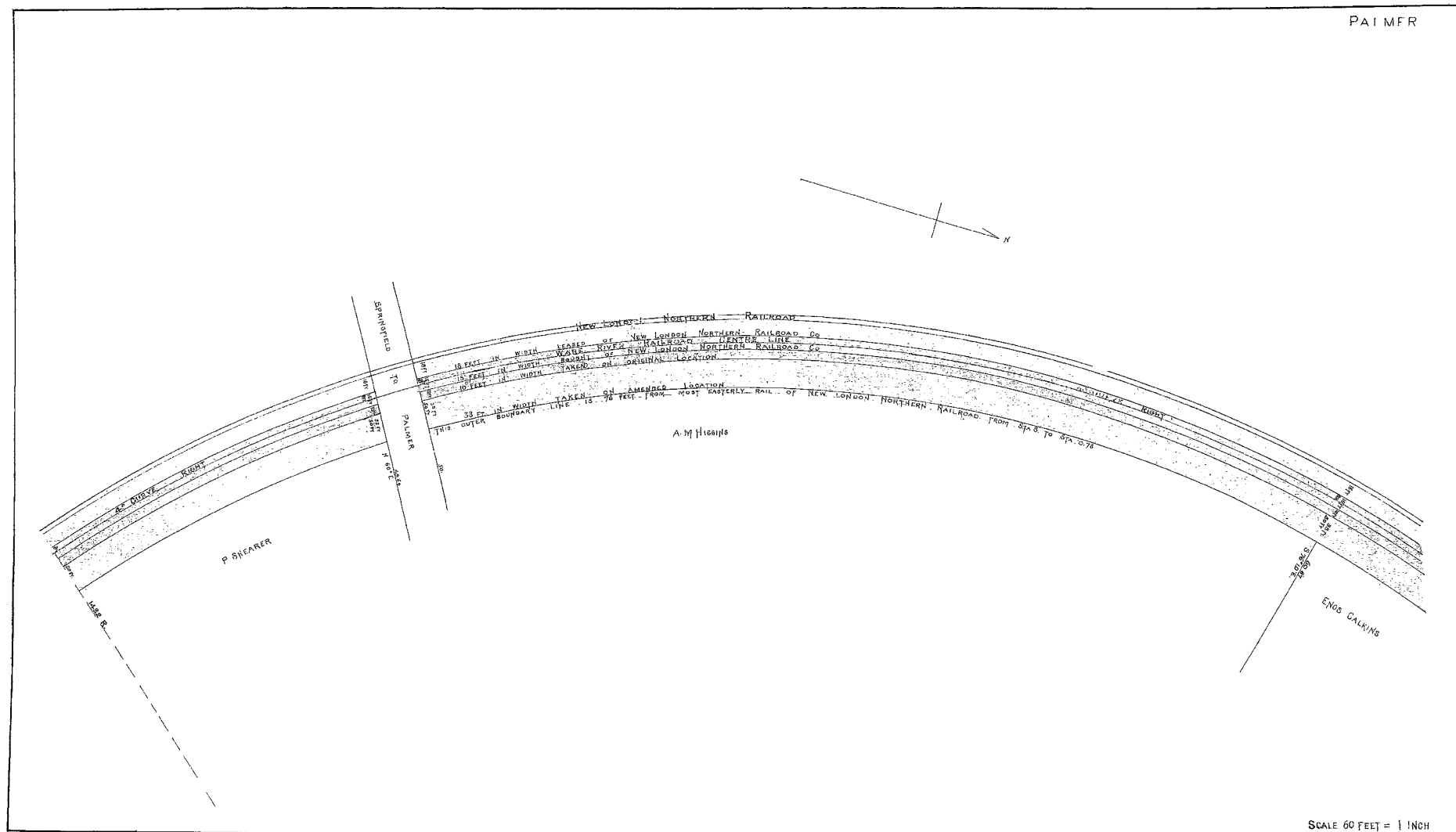
### ***Stations***

### ***Landmarks located on Plan***

Rd Springfield To Palmer









## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Ware River Railroad

| <i>Date Recorded</i> | <i>Sheet</i> | <i>Page</i> |
|----------------------|--------------|-------------|
| 10/10/1883           | 10           | 7           |

### *Towns located on Plan*

Palmer

### *Roads located on Plan*

### *Abutter Names located on Plan*

Merrick,A

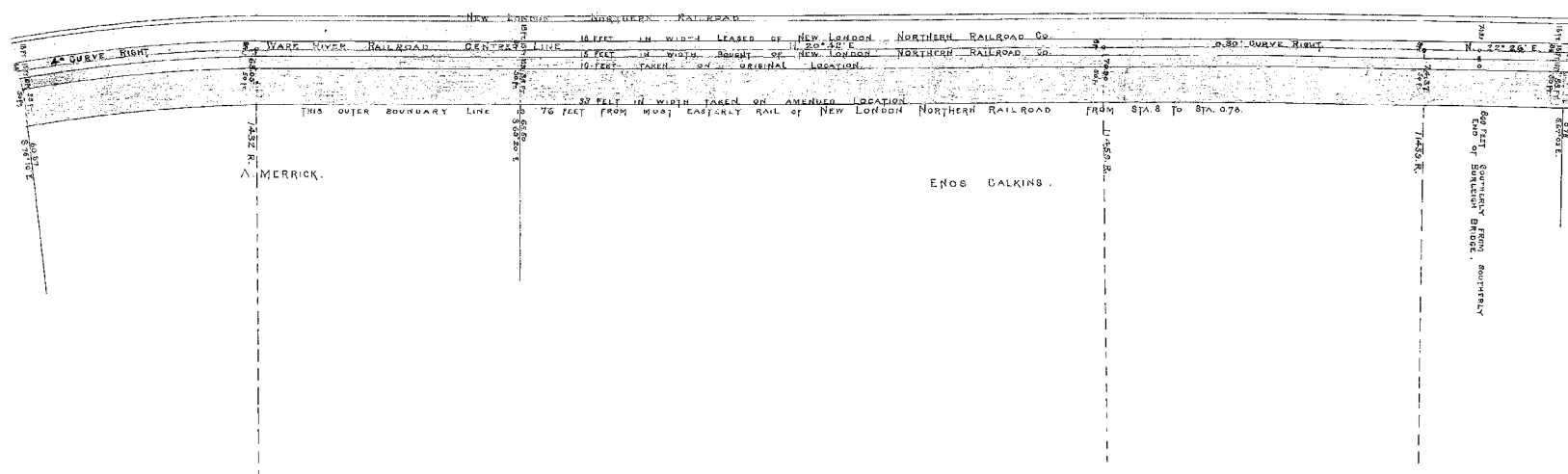
Calkins,Enos

### *Stations*

### *Landmarks located on Plan*



PALMER





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Hampshire & Hampden Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

3/15/1854   11   2

### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

Rd

### ***Abutter Names located on Plan***

H & H Canal

Root, Solomon

Gaylord, Elihu

Morse, Ira

***Stations***   596-668

### ***Landmarks located on Plan***

Hampshire & Hampden Canal







## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Hampshire & Hampden Railroad

### *Date Recorded*   *Sheet*   *Page*

3/15/1854   11   3

### *Towns located on Plan*

Westfield

### *Roads located on Plan*

Rd

### *Abutter Names located on Plan*

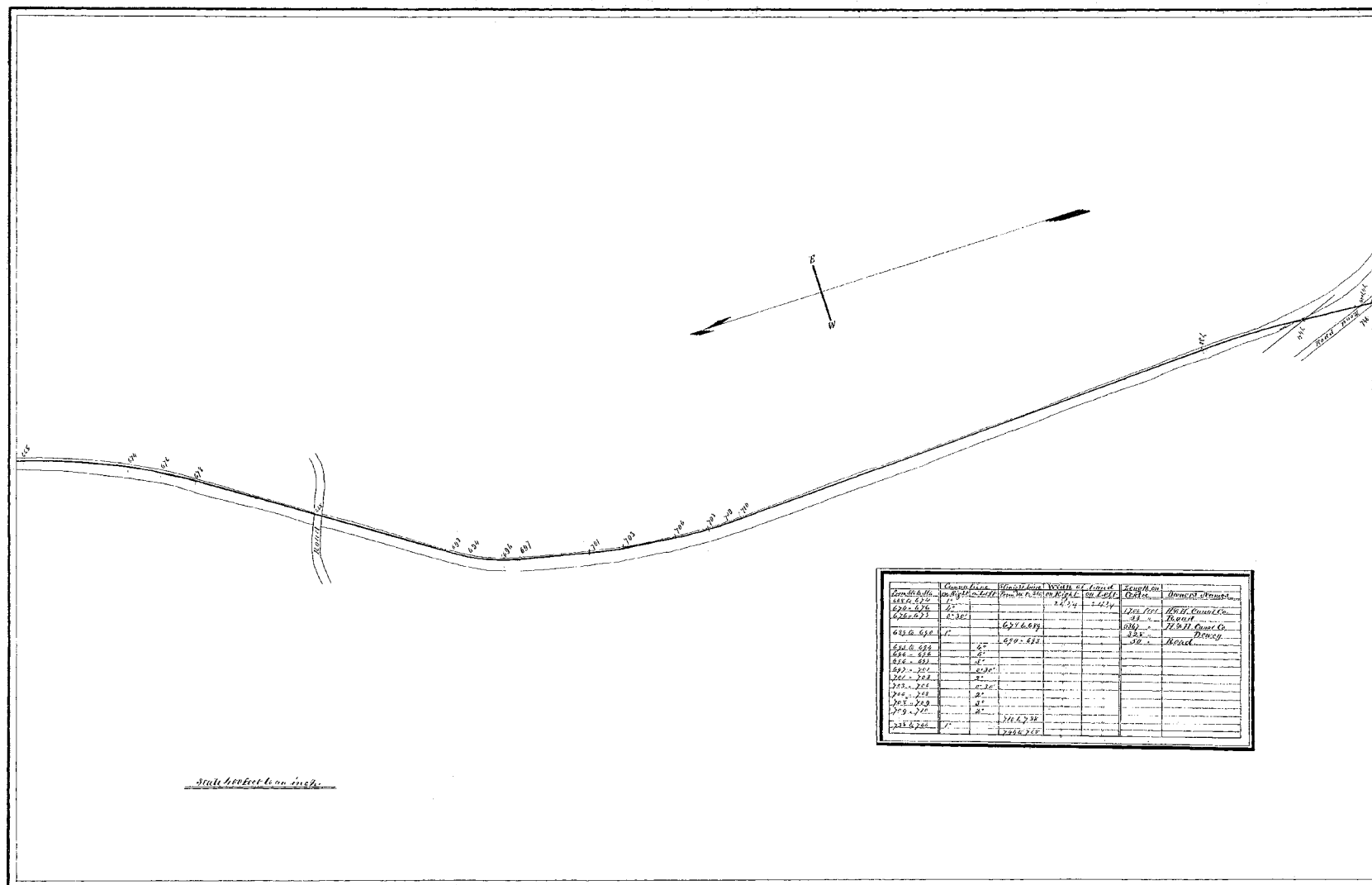
H & H Canal

Dewey

*Stations*   668-748

### *Landmarks located on Plan*





| Station | Course    | Distance | Angle    | Remarks   |
|---------|-----------|----------|----------|-----------|
| 6200.0  | to 6210.0 | 10.0     | 110° 15' | to 6210.0 |
| 6210.0  | to 6220.0 | 10.0     | 110° 15' | to 6220.0 |
| 6220.0  | to 6230.0 | 10.0     | 110° 15' | to 6230.0 |
| 6230.0  | to 6240.0 | 10.0     | 110° 15' | to 6240.0 |
| 6240.0  | to 6250.0 | 10.0     | 110° 15' | to 6250.0 |
| 6250.0  | to 6260.0 | 10.0     | 110° 15' | to 6260.0 |
| 6260.0  | to 6270.0 | 10.0     | 110° 15' | to 6270.0 |
| 6270.0  | to 6280.0 | 10.0     | 110° 15' | to 6280.0 |
| 6280.0  | to 6290.0 | 10.0     | 110° 15' | to 6290.0 |
| 6290.0  | to 6300.0 | 10.0     | 110° 15' | to 6300.0 |
| 6300.0  | to 6310.0 | 10.0     | 110° 15' | to 6310.0 |
| 6310.0  | to 6320.0 | 10.0     | 110° 15' | to 6320.0 |
| 6320.0  | to 6330.0 | 10.0     | 110° 15' | to 6330.0 |
| 6330.0  | to 6340.0 | 10.0     | 110° 15' | to 6340.0 |
| 6340.0  | to 6350.0 | 10.0     | 110° 15' | to 6350.0 |
| 6350.0  | to 6360.0 | 10.0     | 110° 15' | to 6360.0 |
| 6360.0  | to 6370.0 | 10.0     | 110° 15' | to 6370.0 |
| 6370.0  | to 6380.0 | 10.0     | 110° 15' | to 6380.0 |
| 6380.0  | to 6390.0 | 10.0     | 110° 15' | to 6390.0 |
| 6390.0  | to 6400.0 | 10.0     | 110° 15' | to 6400.0 |
| 6400.0  | to 6410.0 | 10.0     | 110° 15' | to 6410.0 |
| 6410.0  | to 6420.0 | 10.0     | 110° 15' | to 6420.0 |
| 6420.0  | to 6430.0 | 10.0     | 110° 15' | to 6430.0 |
| 6430.0  | to 6440.0 | 10.0     | 110° 15' | to 6440.0 |
| 6440.0  | to 6450.0 | 10.0     | 110° 15' | to 6450.0 |
| 6450.0  | to 6460.0 | 10.0     | 110° 15' | to 6460.0 |
| 6460.0  | to 6470.0 | 10.0     | 110° 15' | to 6470.0 |
| 6470.0  | to 6480.0 | 10.0     | 110° 15' | to 6480.0 |
| 6480.0  | to 6490.0 | 10.0     | 110° 15' | to 6490.0 |
| 6490.0  | to 6500.0 | 10.0     | 110° 15' | to 6500.0 |
| 6500.0  | to 6510.0 | 10.0     | 110° 15' | to 6510.0 |
| 6510.0  | to 6520.0 | 10.0     | 110° 15' | to 6520.0 |
| 6520.0  | to 6530.0 | 10.0     | 110° 15' | to 6530.0 |
| 6530.0  | to 6540.0 | 10.0     | 110° 15' | to 6540.0 |
| 6540.0  | to 6550.0 | 10.0     | 110° 15' | to 6550.0 |
| 6550.0  | to 6560.0 | 10.0     | 110° 15' | to 6560.0 |
| 6560.0  | to 6570.0 | 10.0     | 110° 15' | to 6570.0 |
| 6570.0  | to 6580.0 | 10.0     | 110° 15' | to 6580.0 |
| 6580.0  | to 6590.0 | 10.0     | 110° 15' | to 6590.0 |
| 6590.0  | to 6600.0 | 10.0     | 110° 15' | to 6600.0 |
| 6600.0  | to 6610.0 | 10.0     | 110° 15' | to 6610.0 |
| 6610.0  | to 6620.0 | 10.0     | 110° 15' | to 6620.0 |
| 6620.0  | to 6630.0 | 10.0     | 110° 15' | to 6630.0 |
| 6630.0  | to 6640.0 | 10.0     | 110° 15' | to 6640.0 |
| 6640.0  | to 6650.0 | 10.0     | 110° 15' | to 6650.0 |
| 6650.0  | to 6660.0 | 10.0     | 110° 15' | to 6660.0 |
| 6660.0  | to 6670.0 | 10.0     | 110° 15' | to 6670.0 |
| 6670.0  | to 6680.0 | 10.0     | 110° 15' | to 6680.0 |
| 6680.0  | to 6690.0 | 10.0     | 110° 15' | to 6690.0 |
| 6690.0  | to 6700.0 | 10.0     | 110° 15' | to 6700.0 |
| 6700.0  | to 6710.0 | 10.0     | 110° 15' | to 6710.0 |
| 6710.0  | to 6720.0 | 10.0     | 110° 15' | to 6720.0 |
| 6720.0  | to 6730.0 | 10.0     | 110° 15' | to 6730.0 |
| 6730.0  | to 6740.0 | 10.0     | 110° 15' | to 6740.0 |
| 6740.0  | to 6750.0 | 10.0     | 110° 15' | to 6750.0 |
| 6750.0  | to 6760.0 | 10.0     | 110° 15' | to 6760.0 |
| 6760.0  | to 6770.0 | 10.0     | 110° 15' | to 6770.0 |
| 6770.0  | to 6780.0 | 10.0     | 110° 15' | to 6780.0 |
| 6780.0  | to 6790.0 | 10.0     | 110° 15' | to 6790.0 |
| 6790.0  | to 6800.0 | 10.0     | 110° 15' | to 6800.0 |
| 6800.0  | to 6810.0 | 10.0     | 110° 15' | to 6810.0 |
| 6810.0  | to 6820.0 | 10.0     | 110° 15' | to 6820.0 |
| 6820.0  | to 6830.0 | 10.0     | 110° 15' | to 6830.0 |
| 6830.0  | to 6840.0 | 10.0     | 110° 15' | to 6840.0 |
| 6840.0  | to 6850.0 | 10.0     | 110° 15' | to 6850.0 |
| 6850.0  | to 6860.0 | 10.0     | 110° 15' | to 6860.0 |
| 6860.0  | to 6870.0 | 10.0     | 110° 15' | to 6870.0 |
| 6870.0  | to 6880.0 | 10.0     | 110° 15' | to 6880.0 |
| 6880.0  | to 6890.0 | 10.0     | 110° 15' | to 6890.0 |
| 6890.0  | to 6900.0 | 10.0     | 110° 15' | to 6900.0 |
| 6900.0  | to 6910.0 | 10.0     | 110° 15' | to 6910.0 |
| 6910.0  | to 6920.0 | 10.0     | 110° 15' | to 6920.0 |
| 6920.0  | to 6930.0 | 10.0     | 110° 15' | to 6930.0 |
| 6930.0  | to 6940.0 | 10.0     | 110° 15' | to 6940.0 |
| 6940.0  | to 6950.0 | 10.0     | 110° 15' | to 6950.0 |
| 6950.0  | to 6960.0 | 10.0     | 110° 15' | to 6960.0 |
| 6960.0  | to 6970.0 | 10.0     | 110° 15' | to 6970.0 |
| 6970.0  | to 6980.0 | 10.0     | 110° 15' | to 6980.0 |
| 6980.0  | to 6990.0 | 10.0     | 110° 15' | to 6990.0 |
| 6990.0  | to 7000.0 | 10.0     | 110° 15' | to 7000.0 |

Scale 40 feet to an inch.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Hampshire & Hampden Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

3/15/1854      11      6

### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

Rd

Ponders Hollow Rd

Bowkers Rd

***Stations***   70-145

### ***Landmarks located on Plan***

Canal

Little River

### ***Abutter Names located on Plan***

Thayer, LF

Bliss, Franklin

Fowler, Charles

Bliss, Franklin

Ashley, Thomas

Swan, J

Noble, James

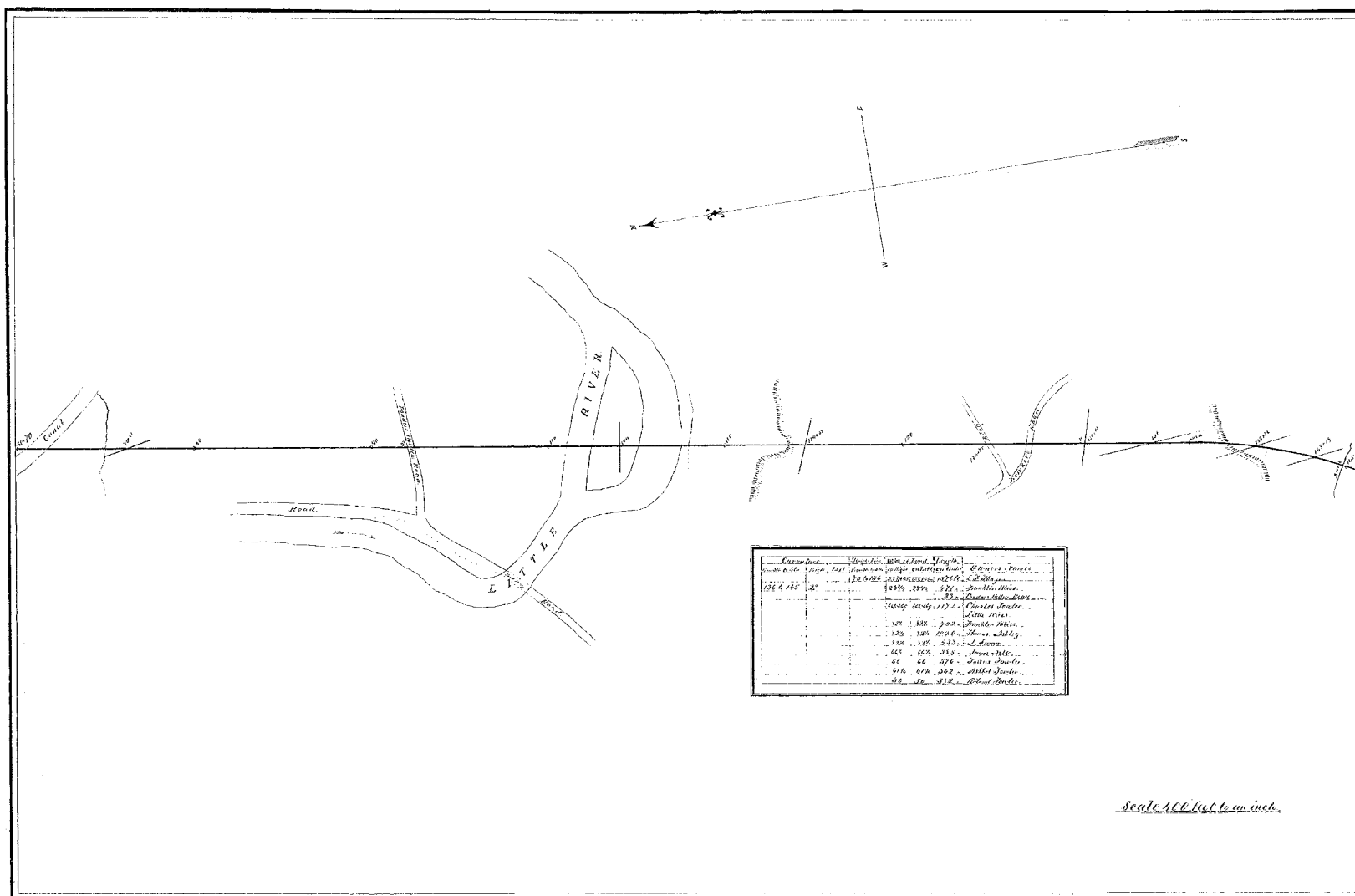
Fowler, Jassns

Fowler, Ashbel

Fowler, Roland









## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Hampshire & Hampden Railroad

### **Date Recorded**

3/15/1854

### **Shelf**

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### **Page**

7

### **Towns located on Plan**

Westfield

Southwick

### **Roads located on Plan**

Farm Rd

Lewis Smith Rd

### **Abutter Names located on Plan**

Smith, Henry

Bowker, J (est of)

Fowler, SS (bottom lot)

Noble, Cha

Sibley, Elijuk

Kellog, Lorenzo (bottom lot)

Smith, Lewis

Boyington, LA

### **Landmarks located on Plan**

Spring Brook

Town Line

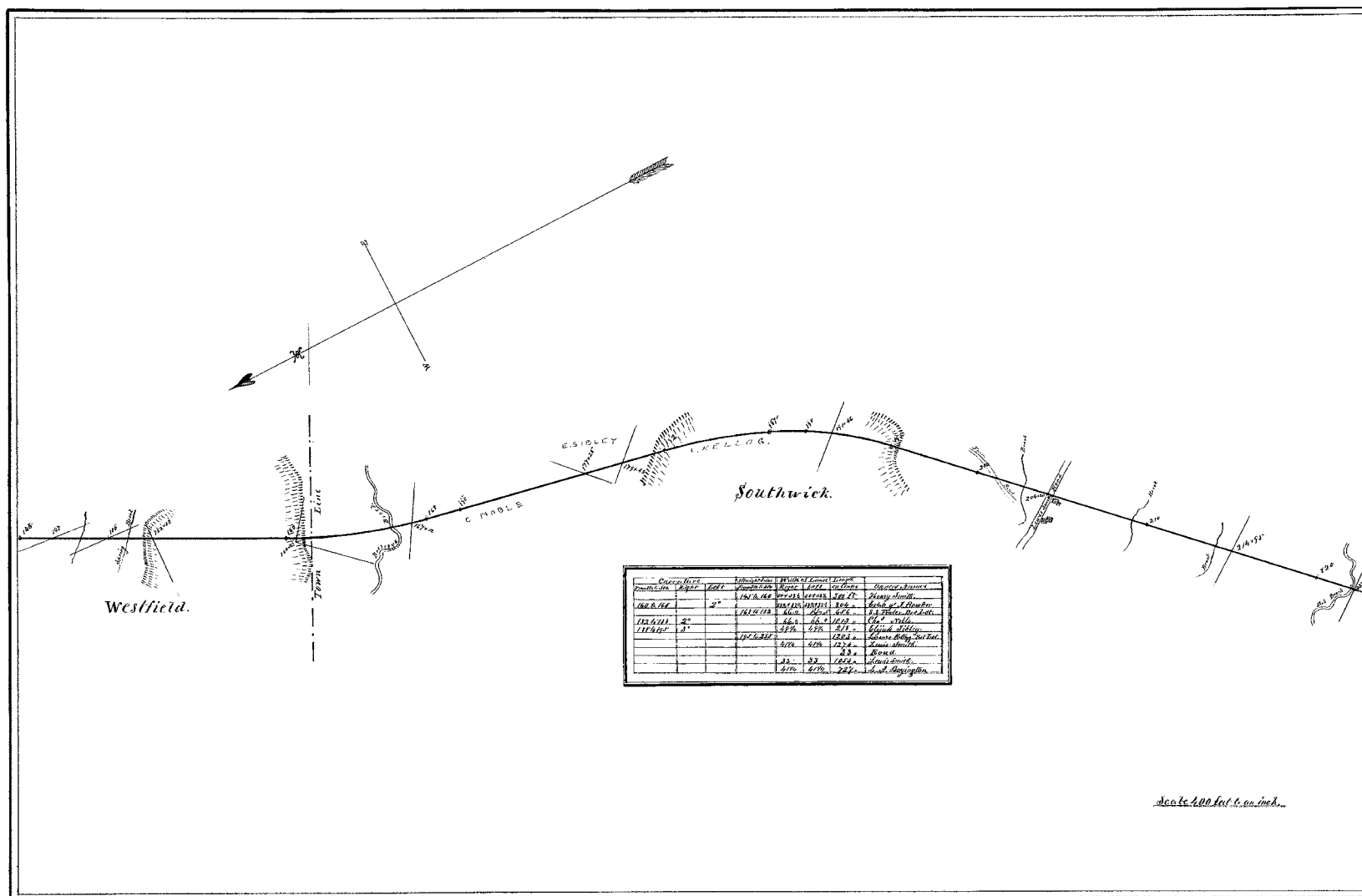
Kellogs Brook

Brook

Slab Brook

### **Stations**

145-222+26





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Hampshire & Hampden Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

3/15/1854      11      8

### ***Towns located on Plan***

Southwick

### ***Roads located on Plan***

Springfield Rd

***Stations***    220-297+39

### ***Landmarks located on Plan***

Slab Brook

Rd By Powder Mill

Depot Ground

### ***Abutter Names located on Plan***

Foot, Thaddeus

Wilcox, David

Rising, Ham

Wilcox, David

Fowler, SS

Foot, Thaddeus

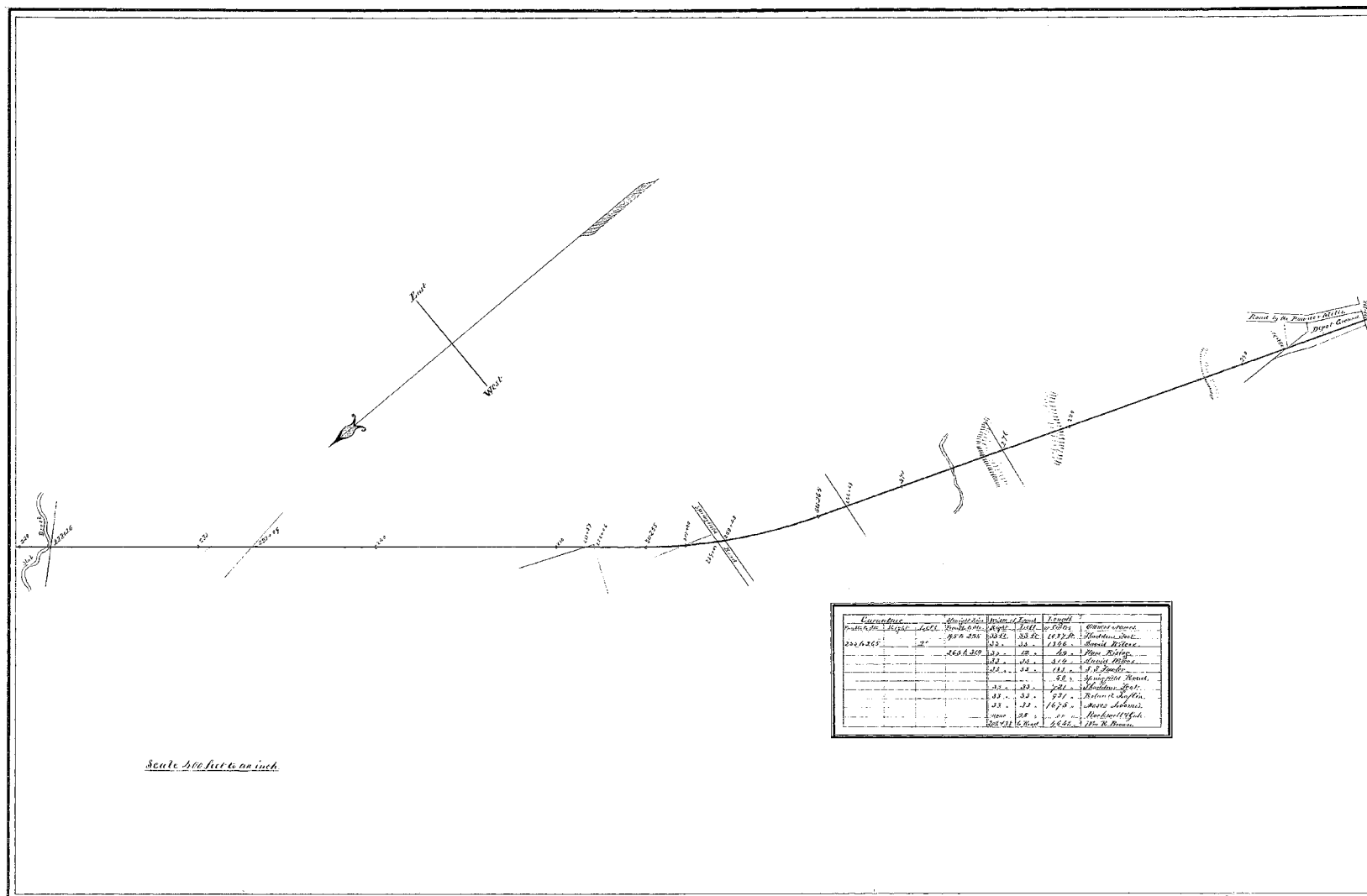
Lafin, Roland

Loomis, Moses

Rockwell & Gayle

Brown, Wm R







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Hampshire & Hampden Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Southwick

### ***Roads located on Plan***

Rd

***Stations***   295-370

### ***Landmarks located on Plan***

Powder Mill Brook

Canal

Rd Cross To Pond

### ***Abutter Names located on Plan***

Gilbert, Edwin   Lathan, David

Foot, Thaddeus

Smith, John

Rockwell, Doct

Rockwell, U

Foot, Thaddeus

Abell, Cha D

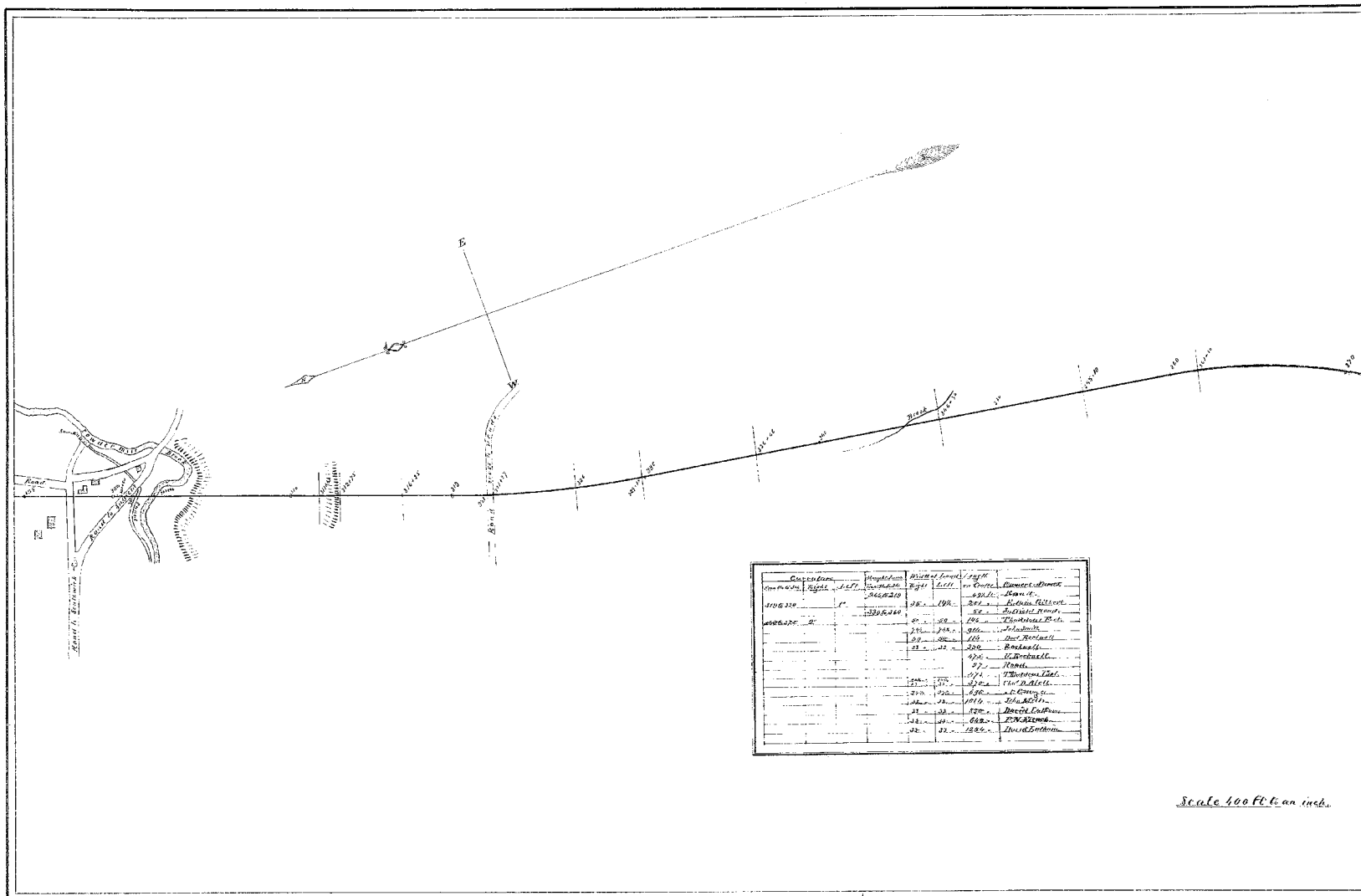
Granger, A

Mills, John

Lathan, David

Fionck, PN







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Hampshire & Hampden Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

3/15/1854   11   10

### ***Towns located on Plan***

Southwick

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Lathan, David

Talmadge, S

***Stations***   369-442

### ***Landmarks located on Plan***

Southwick North Pond

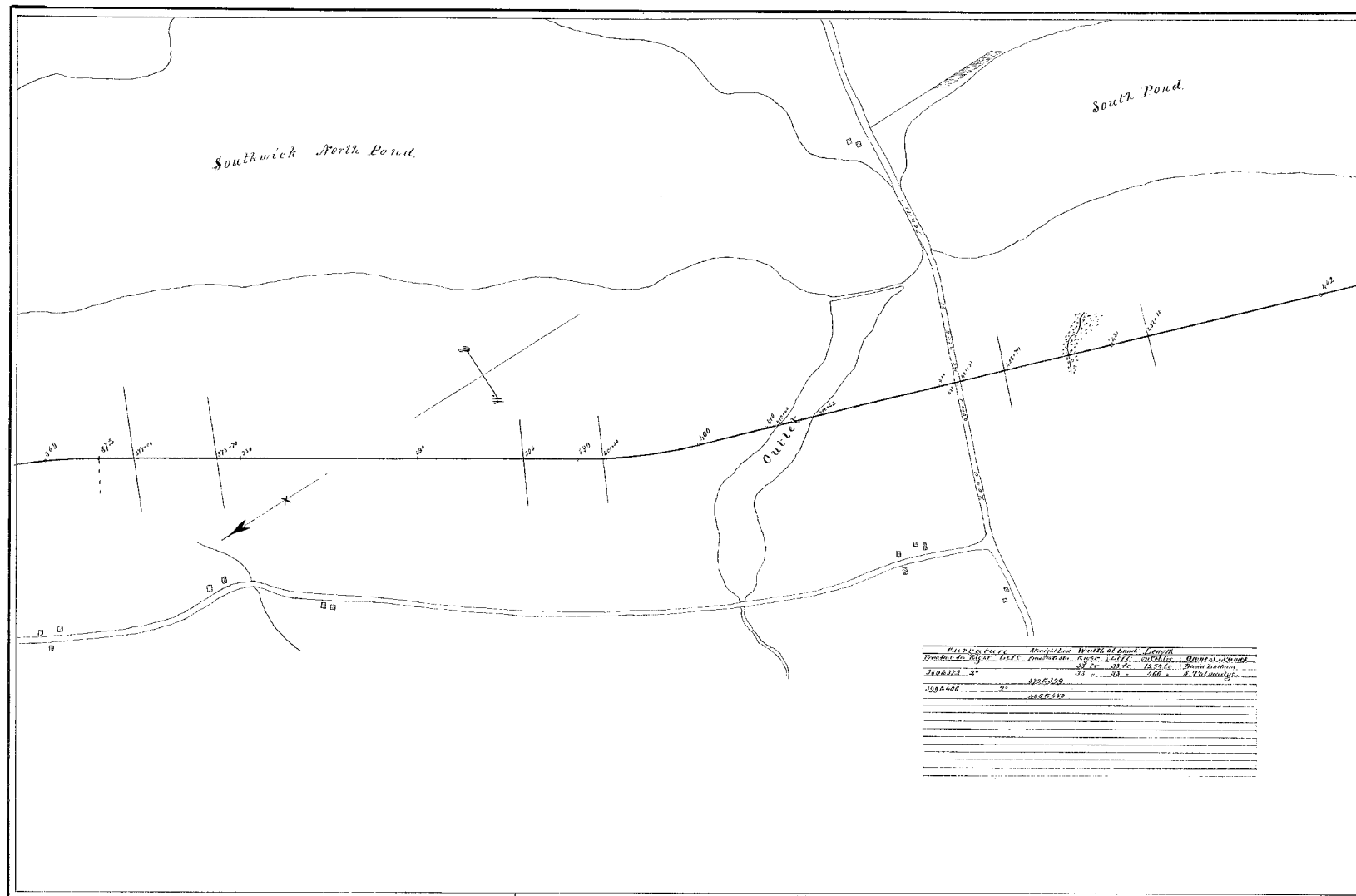
Outlet

Rd Across Neck of Ponds

South Pond









## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Hampshire & Hampden Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

3/15/1854   11   11

### ***Towns located on Plan***

Southwick

### ***Roads located on Plan***

Rd

### ***Abutter Names located on Plan***

Plimpton, Ratph

Griffin, Luthur

Griffin & Holcomb

Griffin, Lester

Holcom, Larmond

Griffin

***Stations***   442-483+30

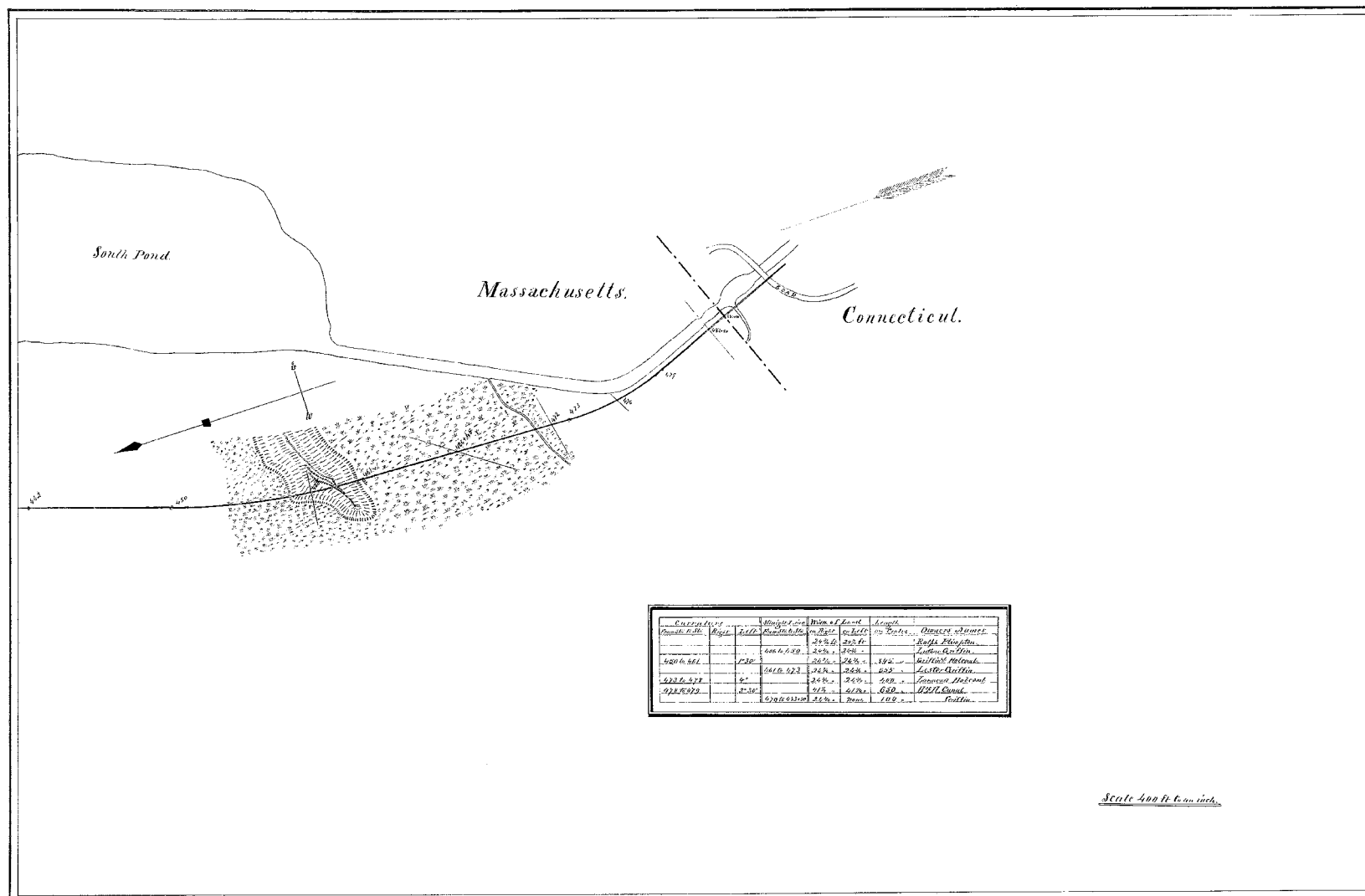
### ***Landmarks located on Plan***

South Pond

H & H Canal

Mass & Conn State Line





Scale 400 ft. to an inch.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Hampshire & Hampden Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Parks, EP

Blood, LB

### ***Stations***

### ***Landmarks located on Plan***

West Farms to Westfield

Pochasic to Westfield



West Farms to Westfield

Station. H. & H. R. R.  
Westfield  
Scale 50 feet to an inch.

Saint Albans Cast  
 To: J. L. R. P. Co.  
 Springfield, Mass.  
 Rail Road Co.

Hamilton County Clerk's Office  
filed Dec 19, 1957  
Att. Geo. Morris Clark

bounds between original water  
wells and present line of water  
level. H. & H. Bond,  
C. D. Parks

4. 33° 30' E. 50 ft.  
 5. 44° 05' E. 32.5 ft.  
 6. 47° 30' W. 19.5 ft.  
 7. 42° 45' W. 19.5 ft.  
 8. 44° 45' W. 19.5 ft.  
 9. 33° 30' E. 12.46 ft.  
 10. 42° 45' E. 19.5 ft.  
 11. 47° 30' W. 12.26 ft.  
 12. 44° 45' W. 12.26 ft.

Richassio to  
Messico.

Center

Center Line M.R.R.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Pittsfield & New Haven Railroad

### ***Date Recorded***

4/4/1886

### ***Sheet***

1A

### ***Page***

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### ***Towns located on Plan***

Lee

East Lee

Otis

Tolland

New Boston

Sandisfield

### ***Roads located on Plan***

Depot

### ***Abutter Names located on Plan***

Bairds

Palmers

Stricland

Panon & Turny

Tanuy

### ***Stations*** 0-1348

### ***Landmarks located on Plan***

Housatonic River

Ingrams Saw Mill

Greenwater Pond

Shaw Pond

Rake Factory

Wells Pond

Cold Spring

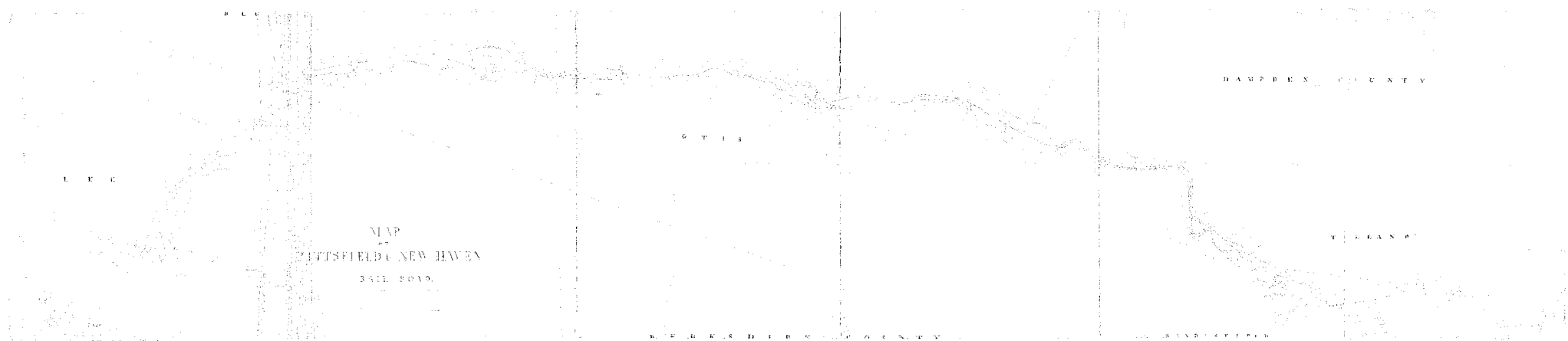
Hop River

Farmington River

Bald Mountain

Connecticut State Line







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New Haven & Northampton Co

### ***Date Recorded***   ***Sheet***   ***Page***

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***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

***Stations***

***Landmarks located on Plan***

Cover Sheet





Location Maps  
OF THE  
NEW HAVEN AND NORTHAMPTON  
COMPANY,

*Hampden County, Massachusetts.*

1880.

Scale, 200 feet one inch.

The undersigned, being a majority of the Directors of the New Haven and Northampton Company, certify that the within Maps are filed with the Commissioners of Hampden County, Mass., as provided in Acts of 1878, Chapter 135, and Act of 1880, in amendment thereof.

*New Haven Com - Charles Francis Paul -  
March 3<sup>rd</sup> 1880 -  
M. S. Elliott  
H. W. N. Co.  
Daniel W. Bridge  
S. L. Winston  
Geo. J. Bruns*

*Boston, March 6<sup>th</sup> 1880.*

*I hereby certify that this volume of Location Maps of the New Haven & Northampton Co. are prepared in conformity with the Rules prescribed by the Board of Railroad Commissioners under the provisions of Chapter 135 of the Acts of 1878.*

*Wm. H. Crafts,  
Clerk of Bd of R.R. Com.  
Commonwealth of Massachusetts  
Hampden ss Clerk's Office County Commissioners  
Filed March 6 1880*

*Attest  
Robert D. Mason Clerk*



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New Haven & Northampton Co

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Southwick

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

H & H Canal Co

Holcomb, L

Griffin, Lester

Griffin & Holcomb

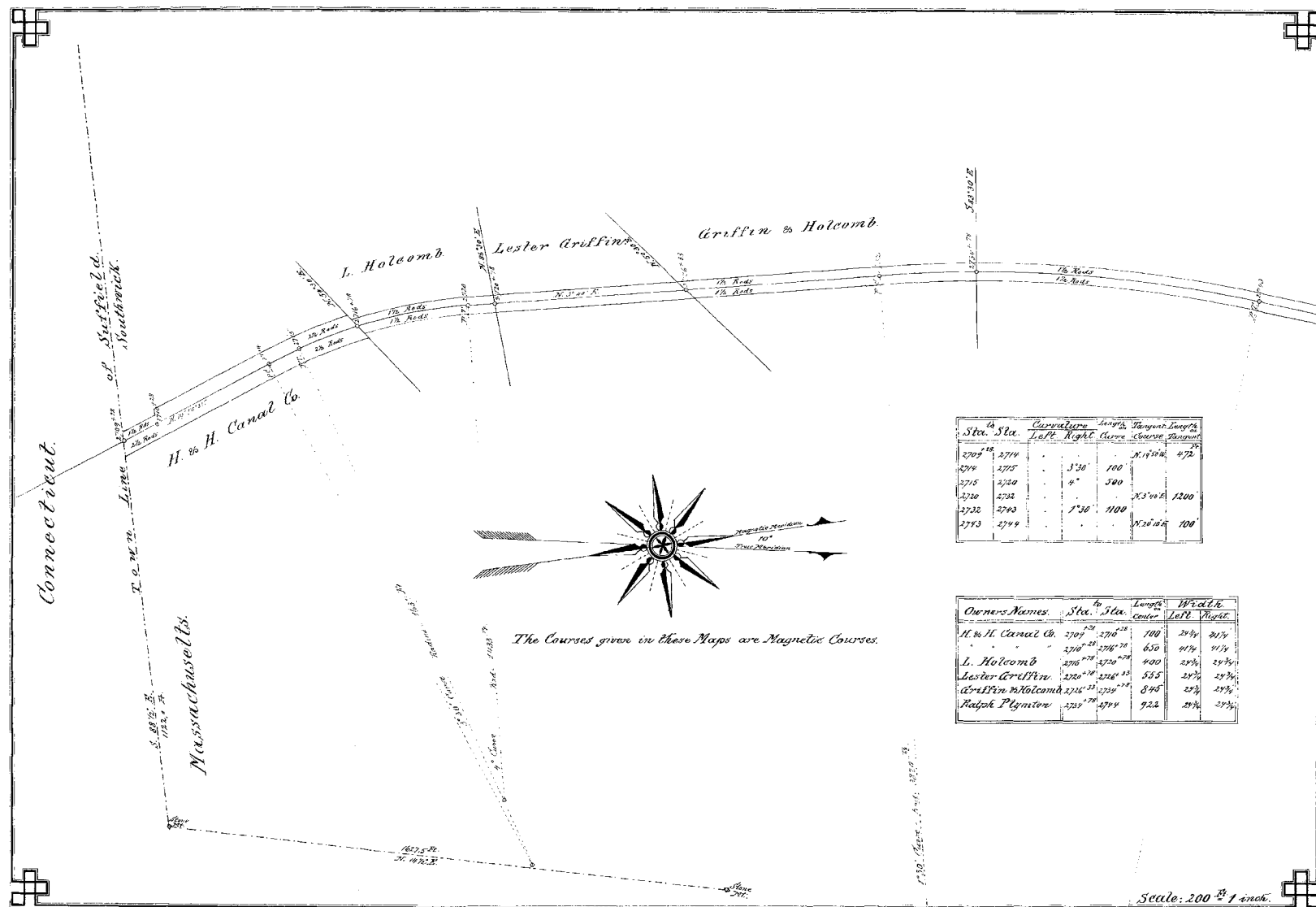
Plymton, Ralph

***Stations***   2709+28-27

### ***Landmarks located on Plan***

Conn/Mass Lines







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

New Haven & Northampton Co

### **Date Recorded**

3/6/1880

### **Shelf**

12

### **Page**

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### **Towns located on Plan**

Southwick

### **Roads located on Plan**

Miller Rd

### **Abutter Names located on Plan**

Plymouth, Ralph

Gillet, Sardis

Gillett, Almon

Cushman, Sally

New Haven & Northampton Co

Cushman, Silas

Saunders, W

N H & N Co

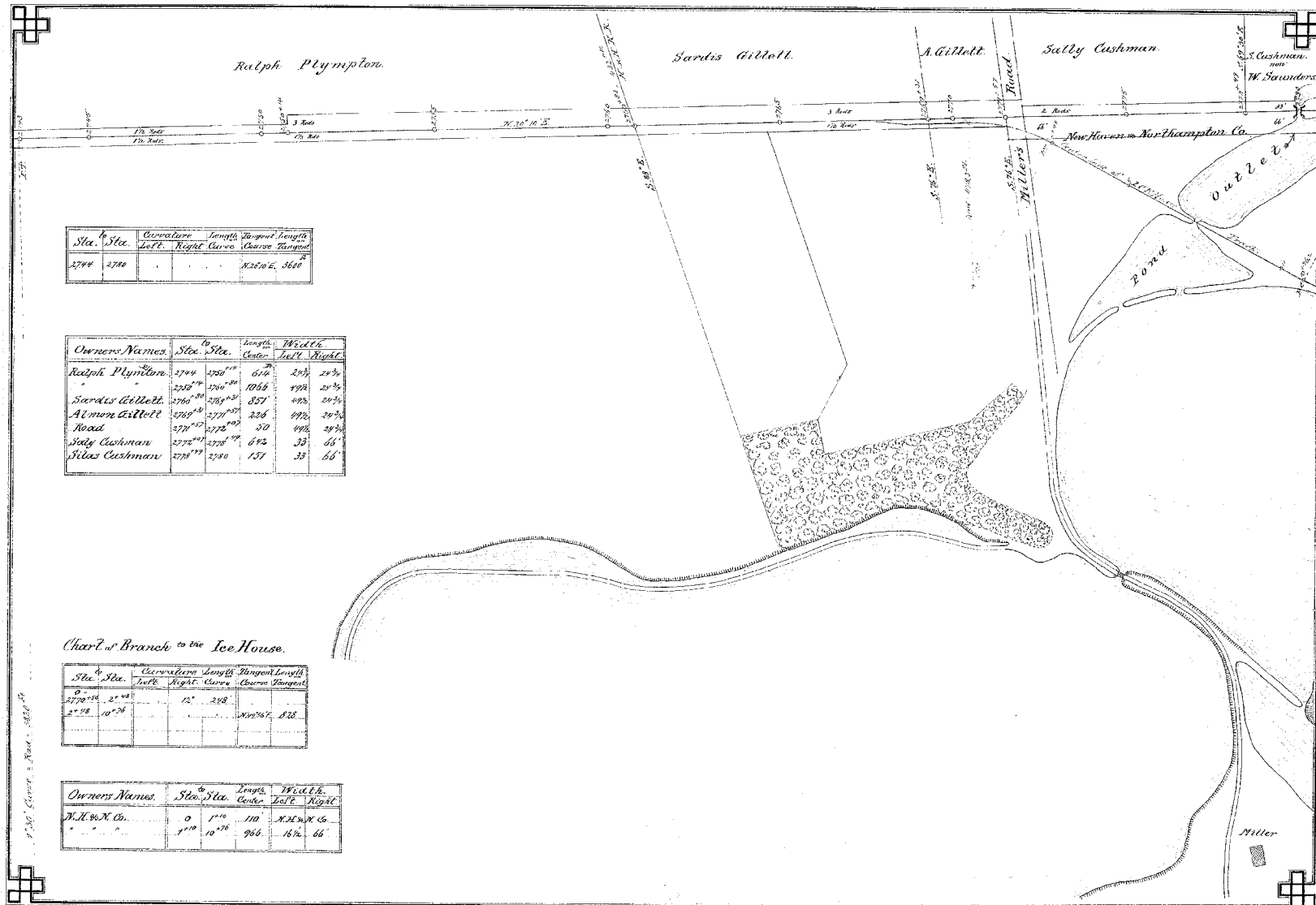
### **Landmarks located on Plan**

Pond Outlet

Ice House Track

### **Stations**

2743-2780 0-10+76





## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

New Haven & Northampton Co

### **Date Recorded**

3/6/1880

### **Shelf**

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### **Page**

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### **Towns located on Plan**

Southwick

### **Roads located on Plan**

### **Abutter Names located on Plan**

NH & N Co

Saunders, Emilie

Cushman, Silas

Saunders, WL

Saunders, W

Cushman, Silas

New Haven & Northampton Co

Campell, Humphry

Cushman, Silas

Talmadge, S

Saunders, WL

Saunders, Emilie

Gillett, Seth

Miller, Alvin

French, PN

Cushman, Ruth

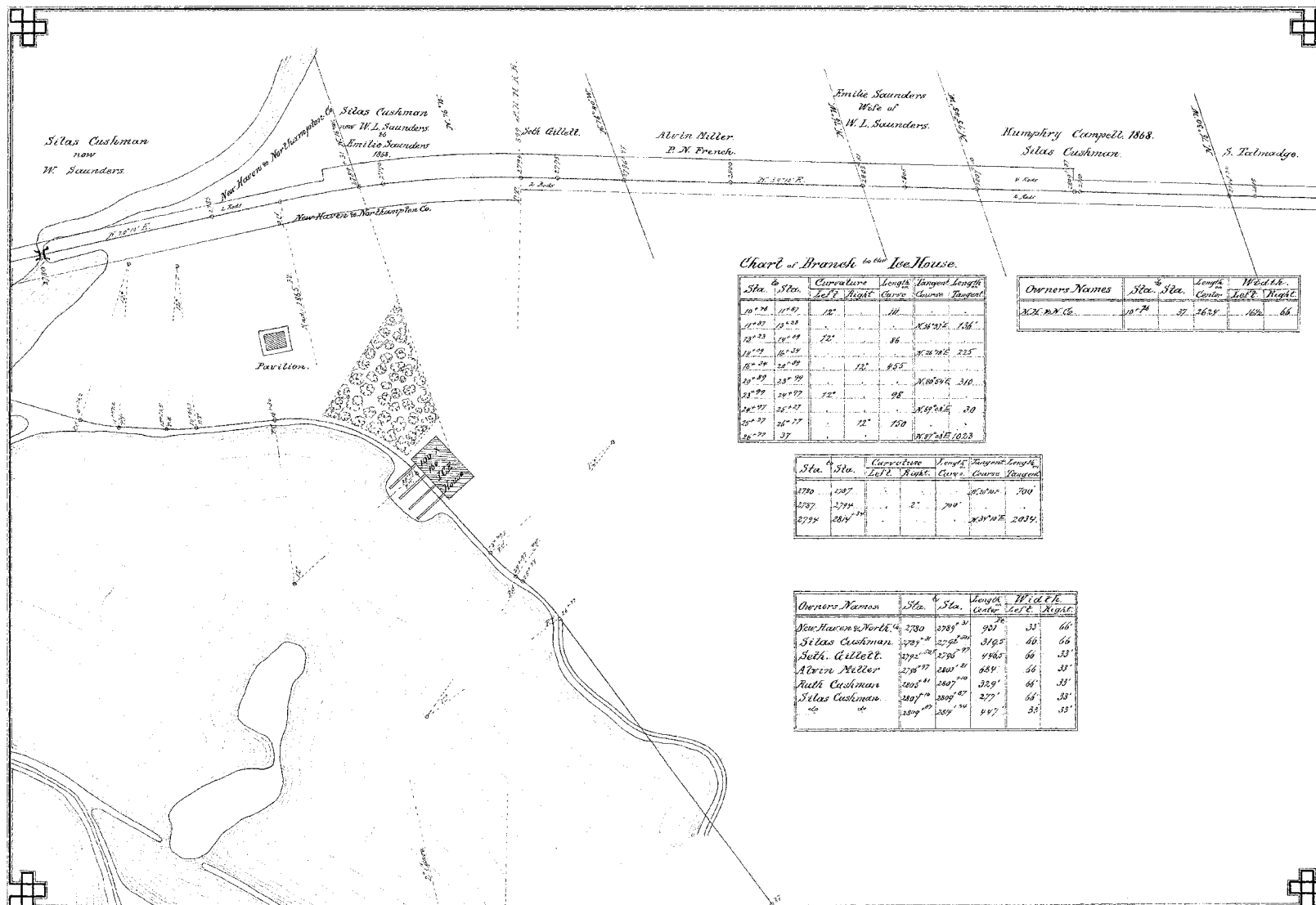
### **Landmarks located on Plan**

Ice House Track

### **Stations**

10+76-37

2780-2815





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New Haven & Northampton Co

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Southwick

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Talmdage,S

Latham,David

French,NP

Latham,David

Mills,John

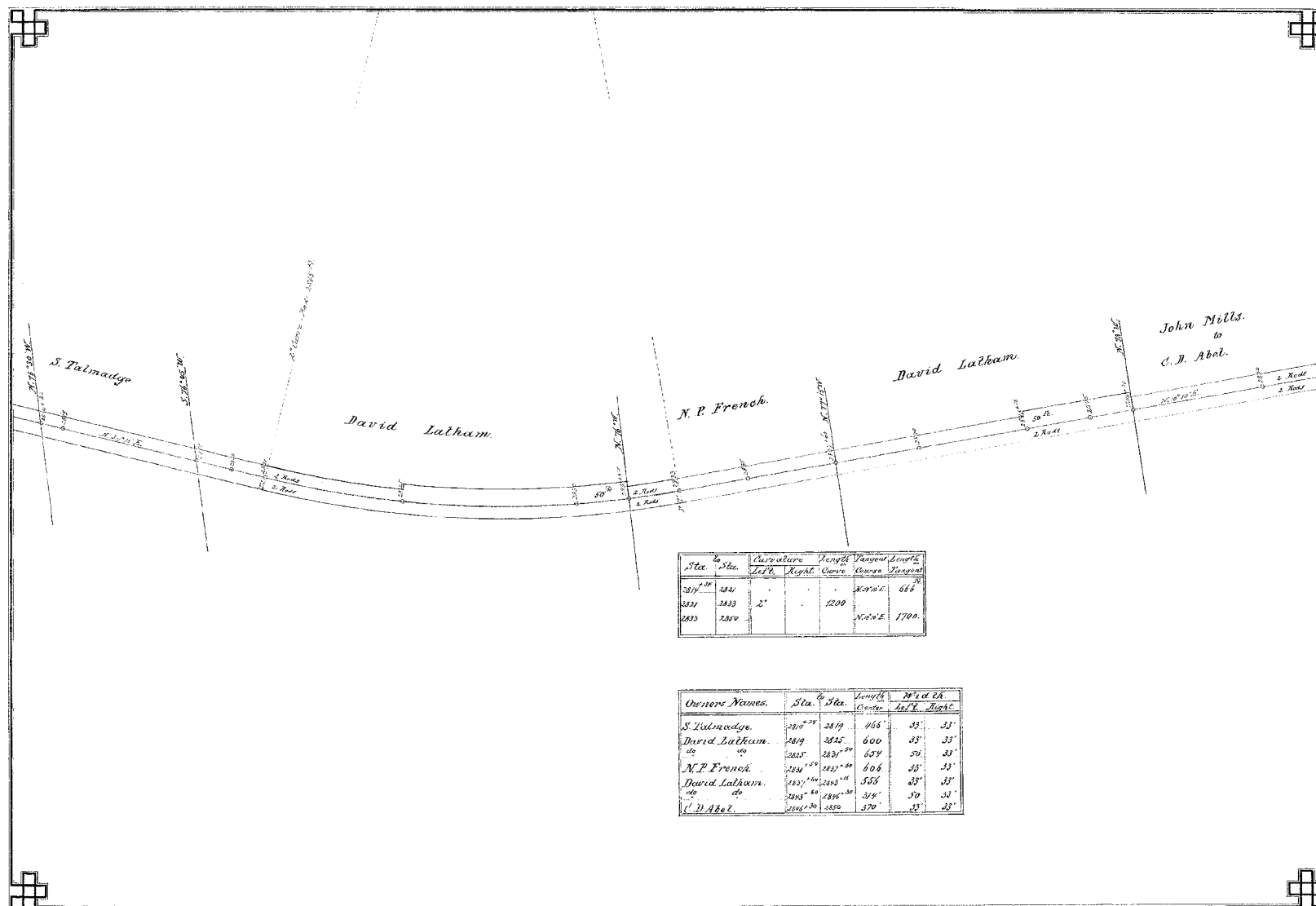
Abel,CD

***Stations***   2814+34-28

### ***Landmarks located on Plan***









## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New Haven & Northampton Co

### ***Date Recorded***   ***Sheet***   ***Page***

3/6/1880   12   6

### ***Towns located on Plan***

Southwick

### ***Roads located on Plan***

Hgy

***Stations***   2850-2885

### ***Landmarks located on Plan***

### ***Abutter Names located on Plan***

Mills, John

Abel, CD

Granger, A

Abel, CD

Foot, Thadd

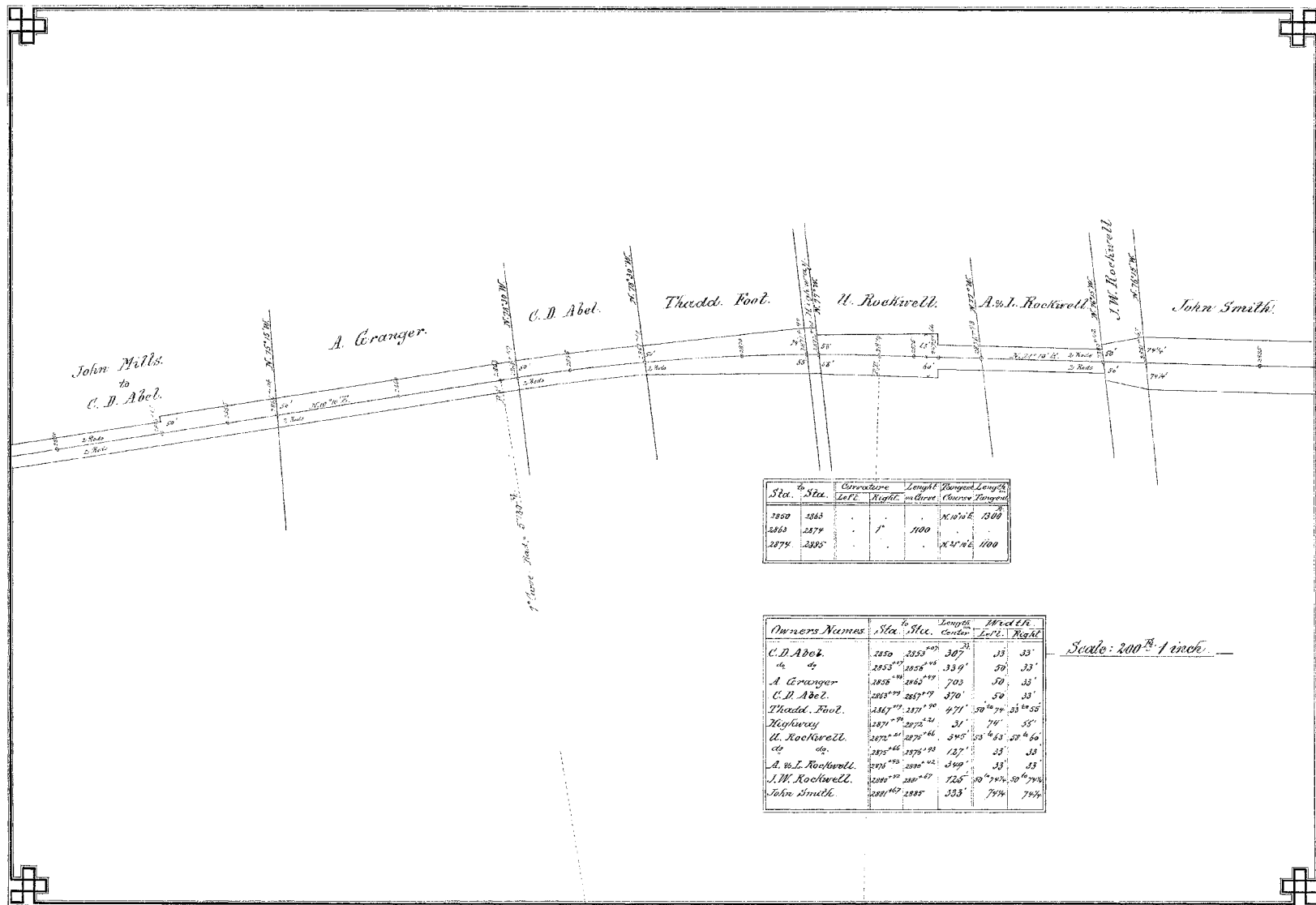
Rockwell, U

Rockwell, A & L

Rockwell, JW

Smith, John





| Sta. | to Sta. | Curvature |       | Length<br>in feet | Range Length  | Range Length |
|------|---------|-----------|-------|-------------------|---------------|--------------|
|      |         | Left      | Right |                   |               |              |
| 2850 | 2863    | .         | .     |                   | N. 10° 15' E. | 1200         |
| 2863 | 2874    | .         | 1"    | 100               |               |              |
| 2874 | 2885    | .         | .     |                   | N. 21° 15' E. | 1100         |

| Owners Names      | Sta. | to Sta. | Center | Lengths |       | Width |
|-------------------|------|---------|--------|---------|-------|-------|
|                   |      |         |        | Left    | Right |       |
| C. D. Abel.       | 2850 | 2853    | 287    | 33      | 33    |       |
| do                | 2853 | 2858    | 33 9'  | 50      | 33    |       |
| A. Granger        | 2858 | 2865    | 703    | 50      | 33    |       |
| C. D. Abel.       | 2865 | 2874    | 370    | 50      | 33    |       |
| Thadd. Foot.      | 2874 | 2877    | 471    | 50      | 33    | 55    |
| Rockwell          | 2877 | 2878    | 31     | 71      | 55    |       |
| H. Rockwell.      | 2878 | 2879    | 345    | 53      | 43    | 66    |
| do                | 2879 | 2879    | 127    | 33      | 33    |       |
| A. & J. Rockwell. | 2879 | 2880    | 349    | 33      | 33    |       |
| J. W. Rockwell.   | 2880 | 2880    | 126    | 50      | 71    | 50    |
| John Smith.       | 2880 | 2885    | 333    | 71      | 71    |       |



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New Haven & Northampton Co

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Southwick

### ***Roads located on Plan***

***Stations***   2885-2922

### ***Landmarks located on Plan***

Brook Shown

Rd to Suffield

Rd to Southwick

Rd by Powder Mills

### ***Abutter Names located on Plan***

Smith, John

Foot, Thadd

Gilbert, Ed

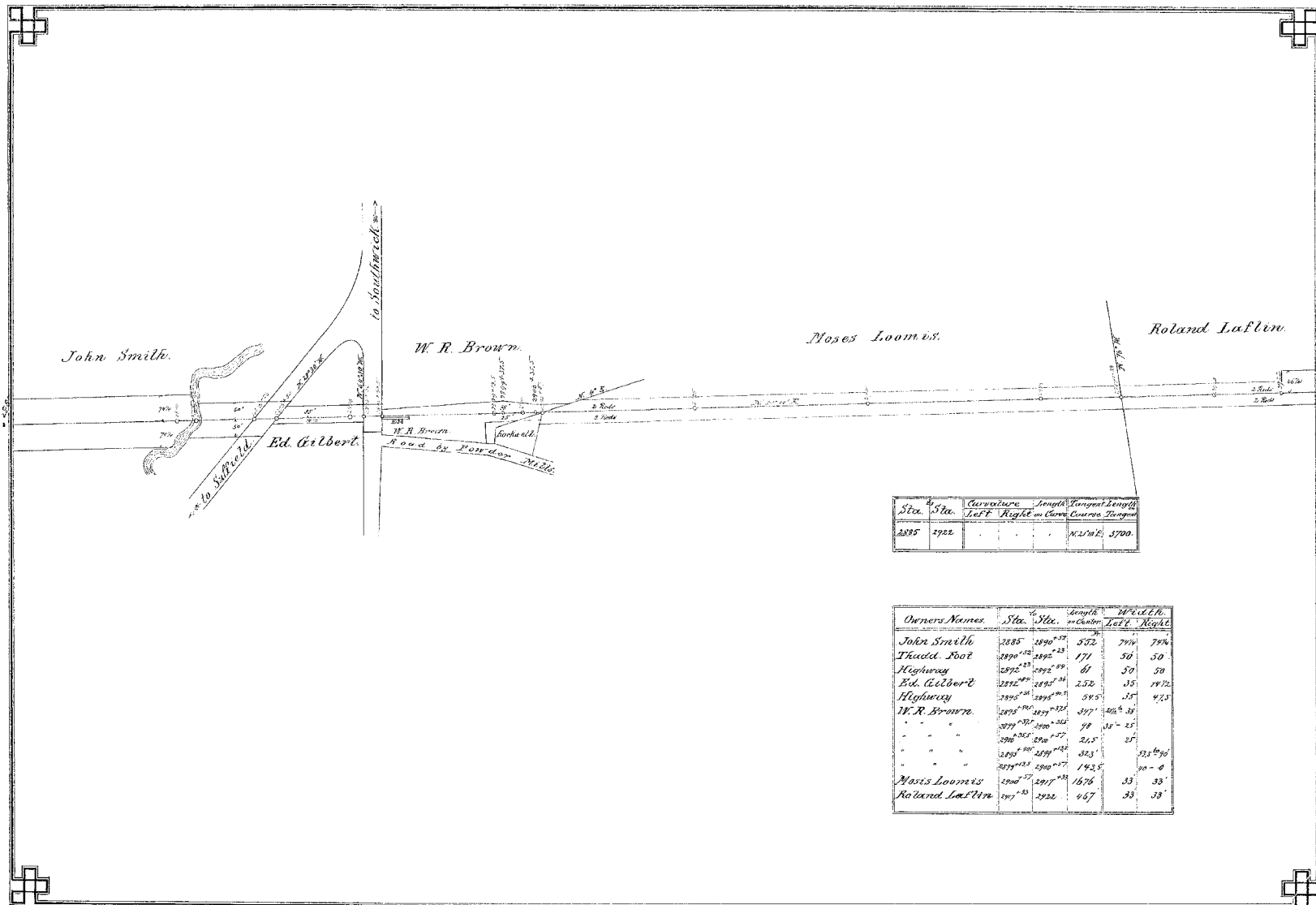
Brown, WR

Rockwell

Loomis, Moses

Lafin, Roland





| Owners Names. | Sta. | Sta. | Length    | W. d. L. L. |
|---------------|------|------|-----------|-------------|
|               |      |      | on Center | Left Right  |
| John Smith    | 2885 | 2890 | 552       | 794         |
| Thadd. Foot   | 2890 | 2892 | 177       | 50          |
| Highway       | 2892 | 2892 | 61        | 50          |
| Ed. Gilbert   | 2892 | 2895 | 252       | 1472        |
| Highway       | 2895 | 2895 | 585       | 423         |
| W.R. Brown    | 2895 | 2897 | 222       | 205         |
| "             | 2897 | 2898 | 98        | 25          |
| "             | 2898 | 2898 | 265       | 25          |
| "             | 2898 | 2899 | 323       | 325         |
| "             | 2899 | 2900 | 1425      | 30          |
| Moses Loomis  | 2900 | 2917 | 1676      | 33          |
| Roland Laflin | 2917 | 2922 | 467       | 33          |



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New Haven & Northampton Co

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Southwick

### ***Roads located on Plan***

Springfield Rd

### ***Abutter Names located on Plan***

Lafin,Roland

Foot,Thadd

Fowler,SS

Wilcox,David

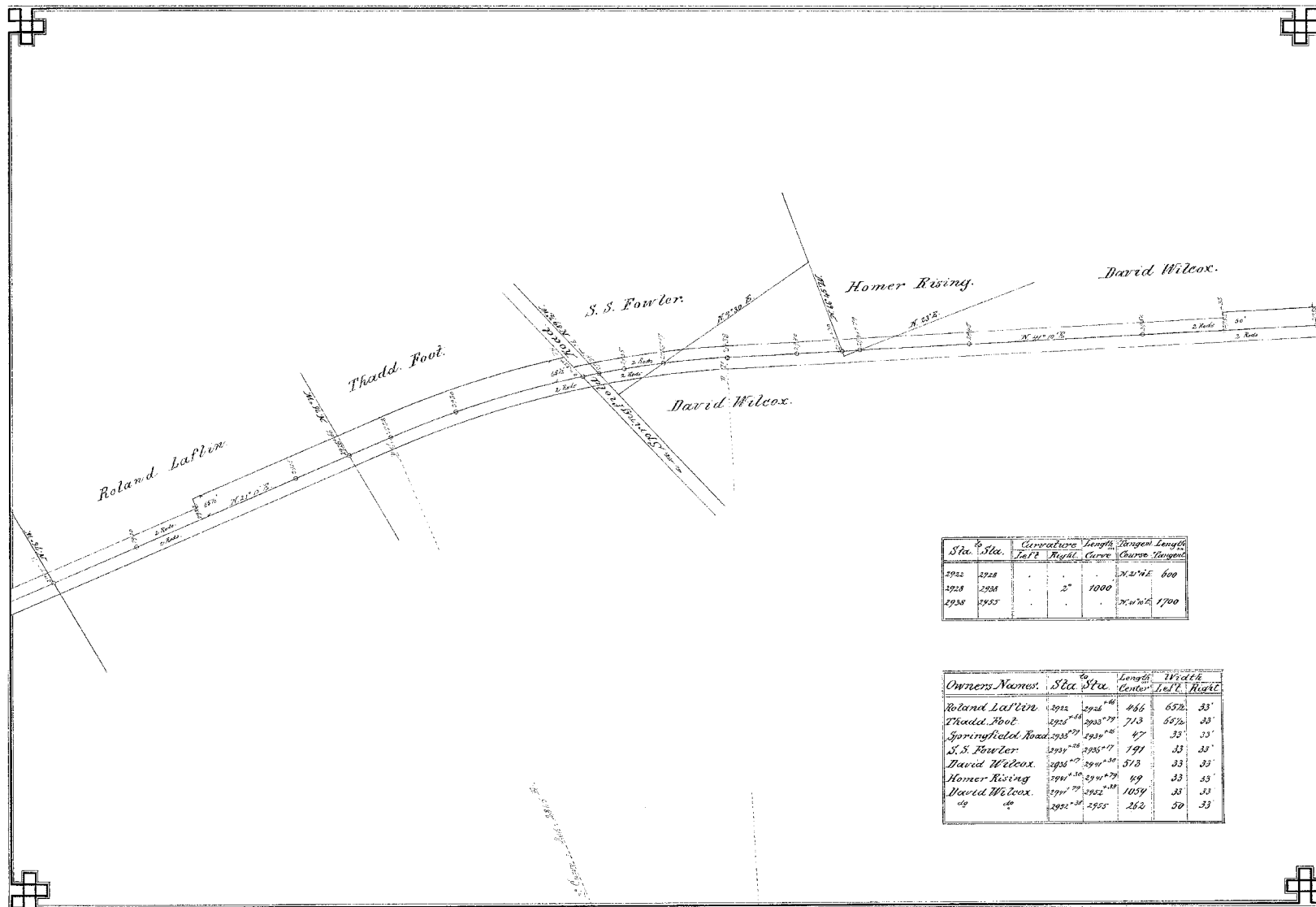
Rising,Homer

Wilcox,David

***Stations***   2917+33-29

### ***Landmarks located on Plan***







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New Haven & Northampton Co

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Southwick

### ***Roads located on Plan***

Lewis Smith Rd

### ***Abutter Names located on Plan***

Wilcox, David

Foot, Thadd

Boyington, LA

Smith, Lewis

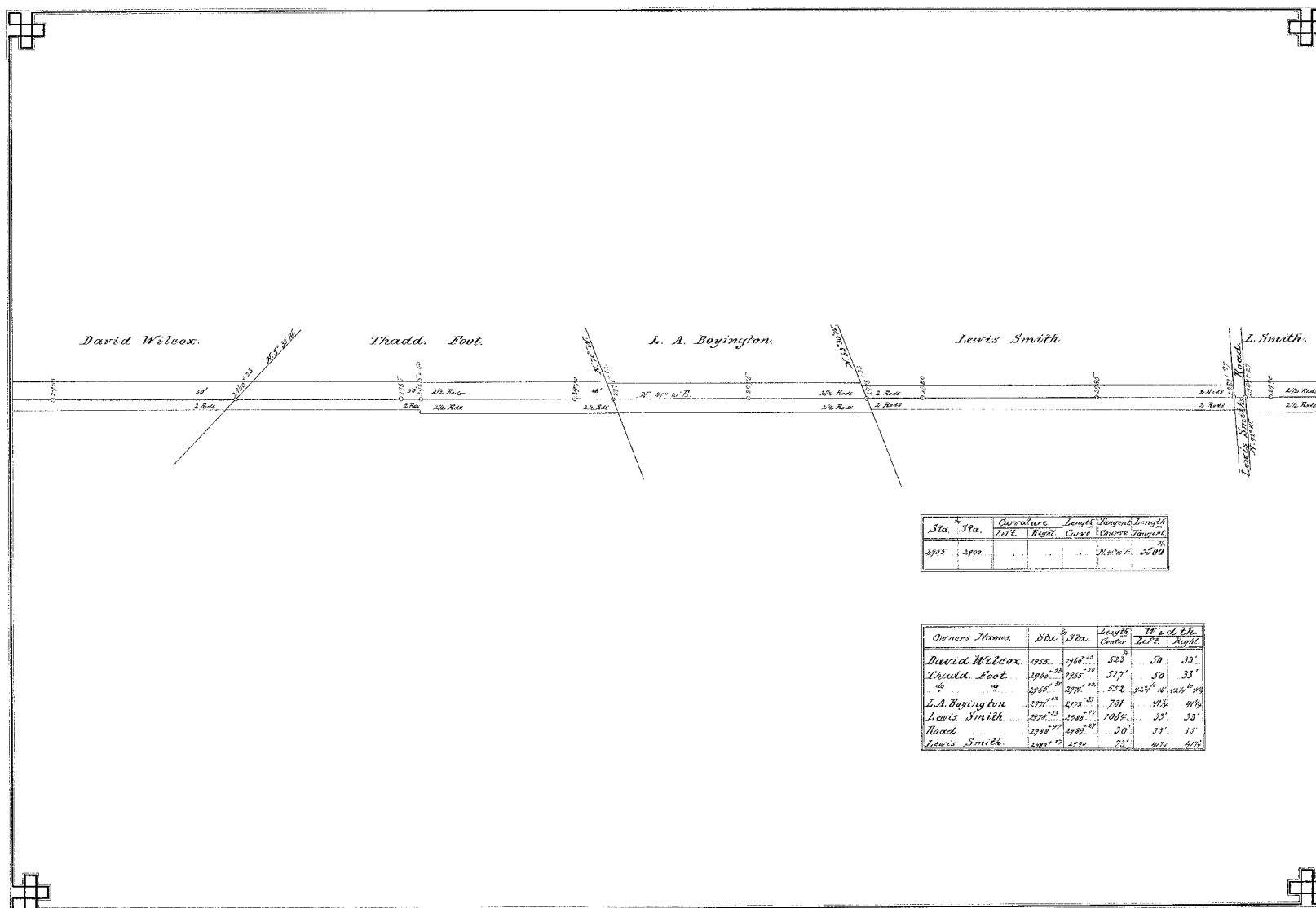
Smith, Lewis

***Stations***   2955-2990

### ***Landmarks located on Plan***









## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New Haven & Northampton Co

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Southwick

### ***Roads located on Plan***

Lewis Smith Rd

### ***Abutter Names located on Plan***

Smith, Lewis

Kellog, Lorenzo

Kellog, Alva

Sibley, Elijah

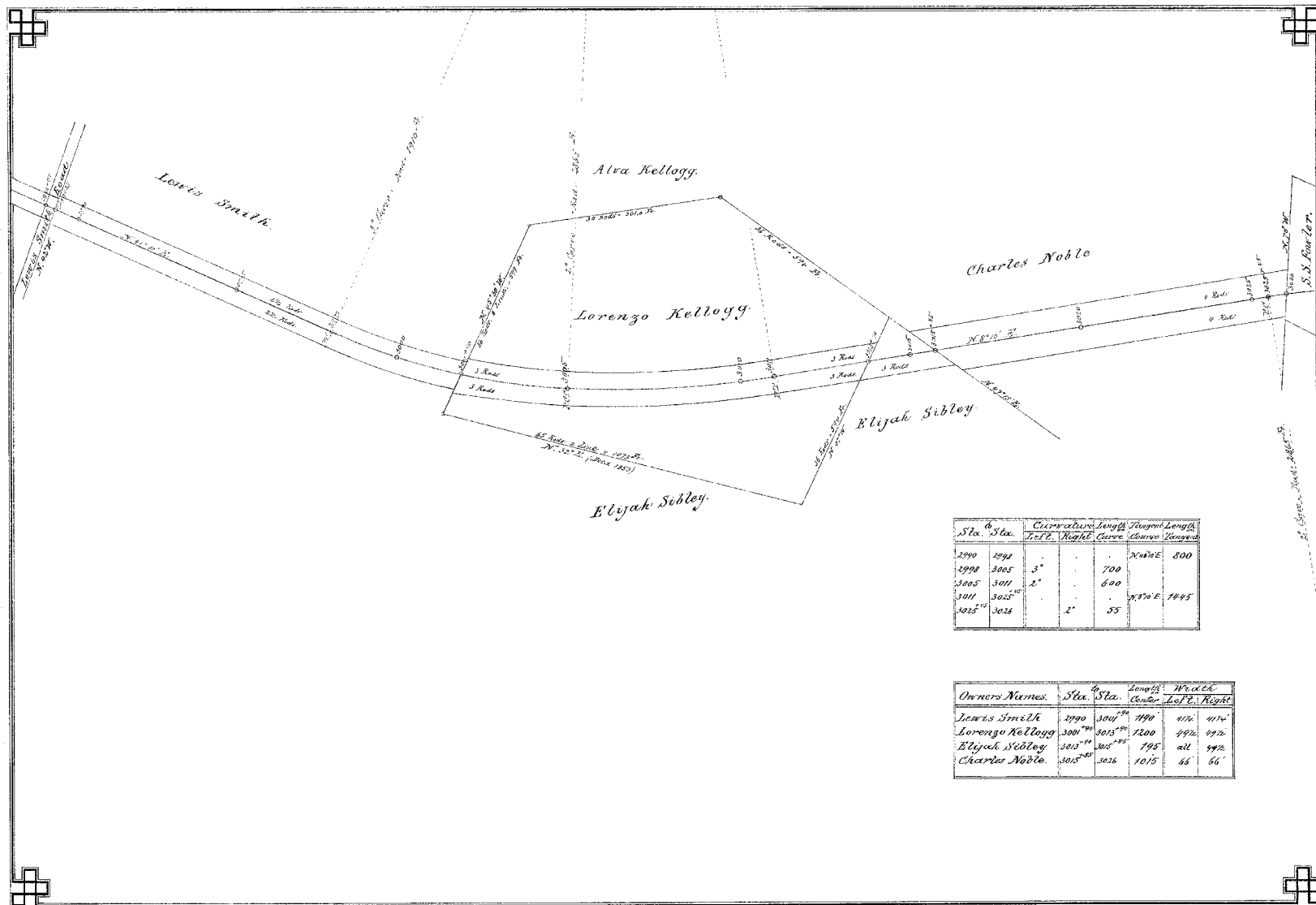
Noble, Charles

Fowler, SS

***Stations***   2988+97-30

### ***Landmarks located on Plan***







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New Haven & Northampton Co

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Southwick

Westfield

### ***Roads located on Plan***

Bowker Rd

***Stations***   3025+45-30

### ***Landmarks located on Plan***

Southwick Town Line

Westfield Town Line

### ***Abutter Names located on Plan***

Noble, Charles

Fowler, SS

Bowler, J(est)

Loomis, Williams R

Smith, Henry

Fowler, Roland

Fowler, Ashbel

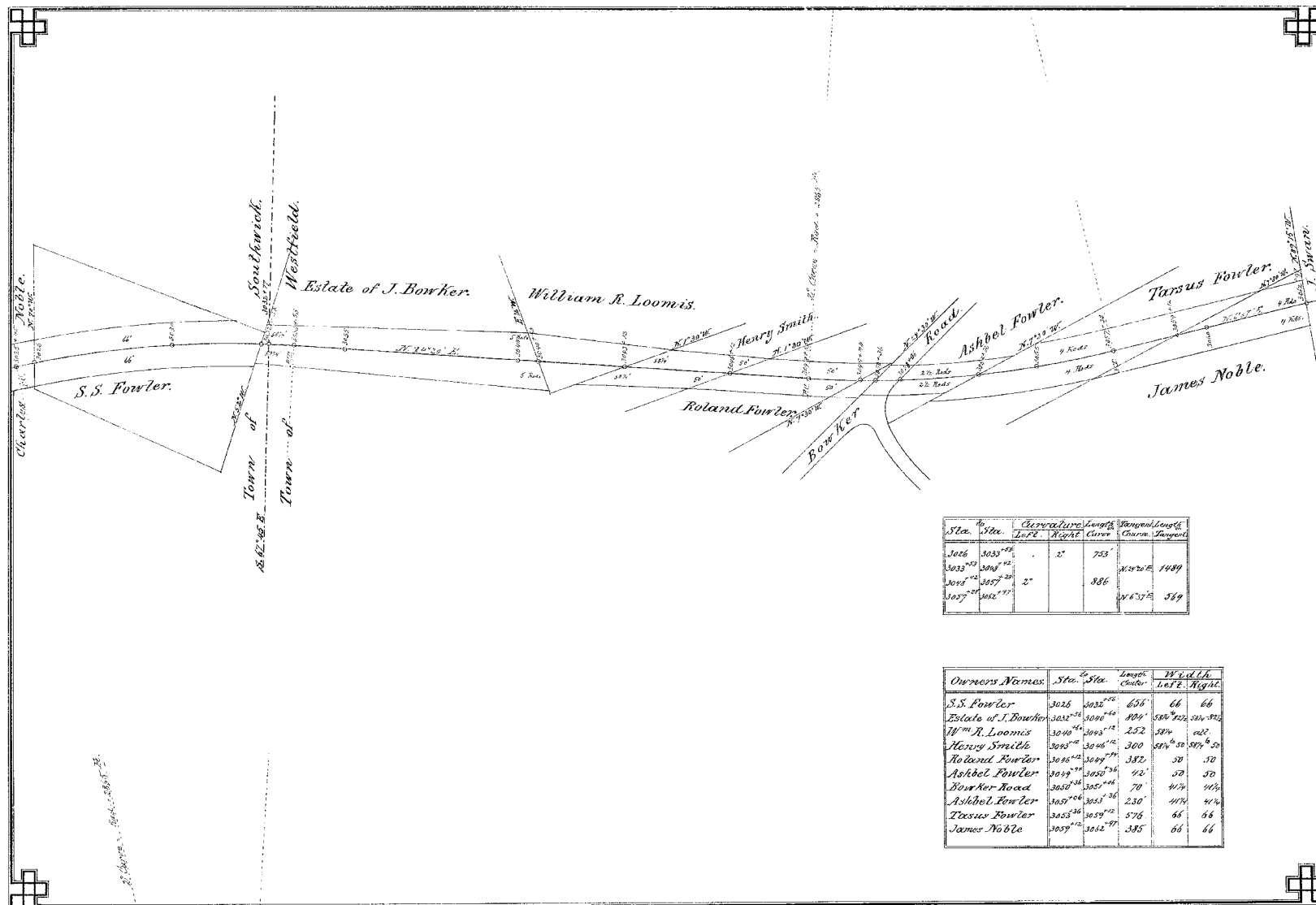
Fowler, Ashbel

Fowler, Tasus

Noble, James

Swan, J





| Sta. to Sta. | Course   | Length | Area | Perimeter |
|--------------|----------|--------|------|-----------|
| 3026 to 3033 | N. 2° E. | 753'   |      |           |
| 3033 to 3048 | N. 2° E. | 886'   |      |           |
| 3048 to 3057 | N. 2° E. | 1489'  |      |           |
| 3057 to 3062 | N. 2° E. | 589'   |      |           |

| Owner's Name        | Sta. to Sta. | Length | Width    |
|---------------------|--------------|--------|----------|
| S.S. Fowler         | 3026 to 3033 | 656'   | 66'      |
| Estate of J. Bowker | 3033 to 3048 | 1094'  | 504' 20" |
| W. R. Loomis        | 3048 to 3057 | 252'   | 504'     |
| Henry Smith         | 3057 to 3062 | 300'   | 504' 20" |
| Roland Fowler       | 3062 to 3067 | 382'   | 50'      |
| Ashbel Fowler       | 3067 to 3072 | 42'    | 50'      |
| Bowker Road         | 3072 to 3077 | 70'    | 40'      |
| Ashbel Fowler       | 3077 to 3082 | 230'   | 40'      |
| Tarsus Fowler       | 3082 to 3087 | 576'   | 66'      |
| James Noble         | 3087 to 3092 | 385'   | 66'      |



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New Haven & Northampton Co

### ***Date Recorded***   ***Sheet***   ***Page***

3/6/1880                      12                      12

### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

Old Bowker Rd

### ***Abutter Names located on Plan***

Noble, James

Swan, J

Fowler, John

Bliss, Franklin

Fowler, Charles

***Stations***   3062+97-30

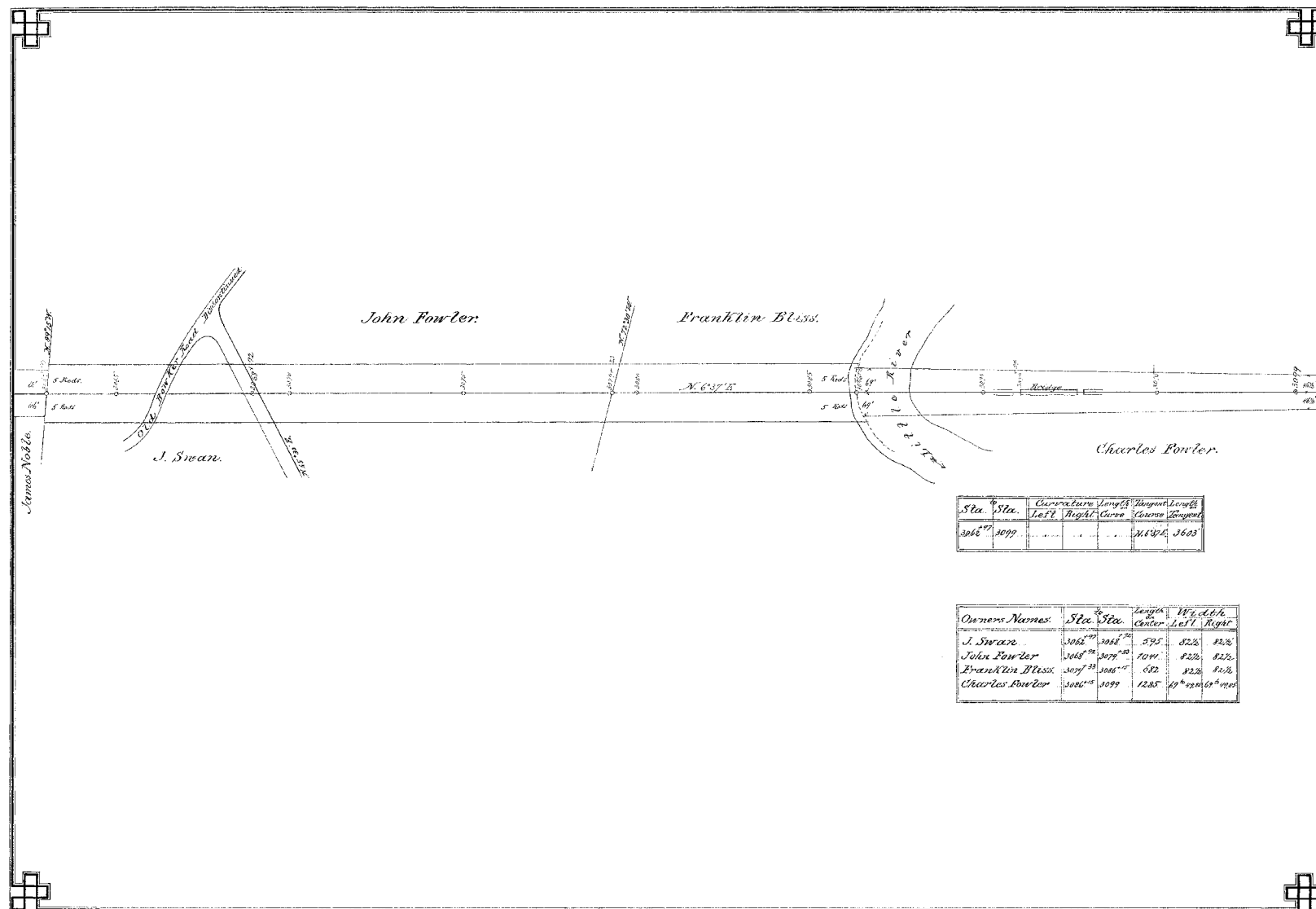
### ***Landmarks located on Plan***

Discontinued

Little River

Bridge







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New Haven & Northampton Co

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

Ponders Hollow Rd  
South St

### ***Abutter Names located on Plan***

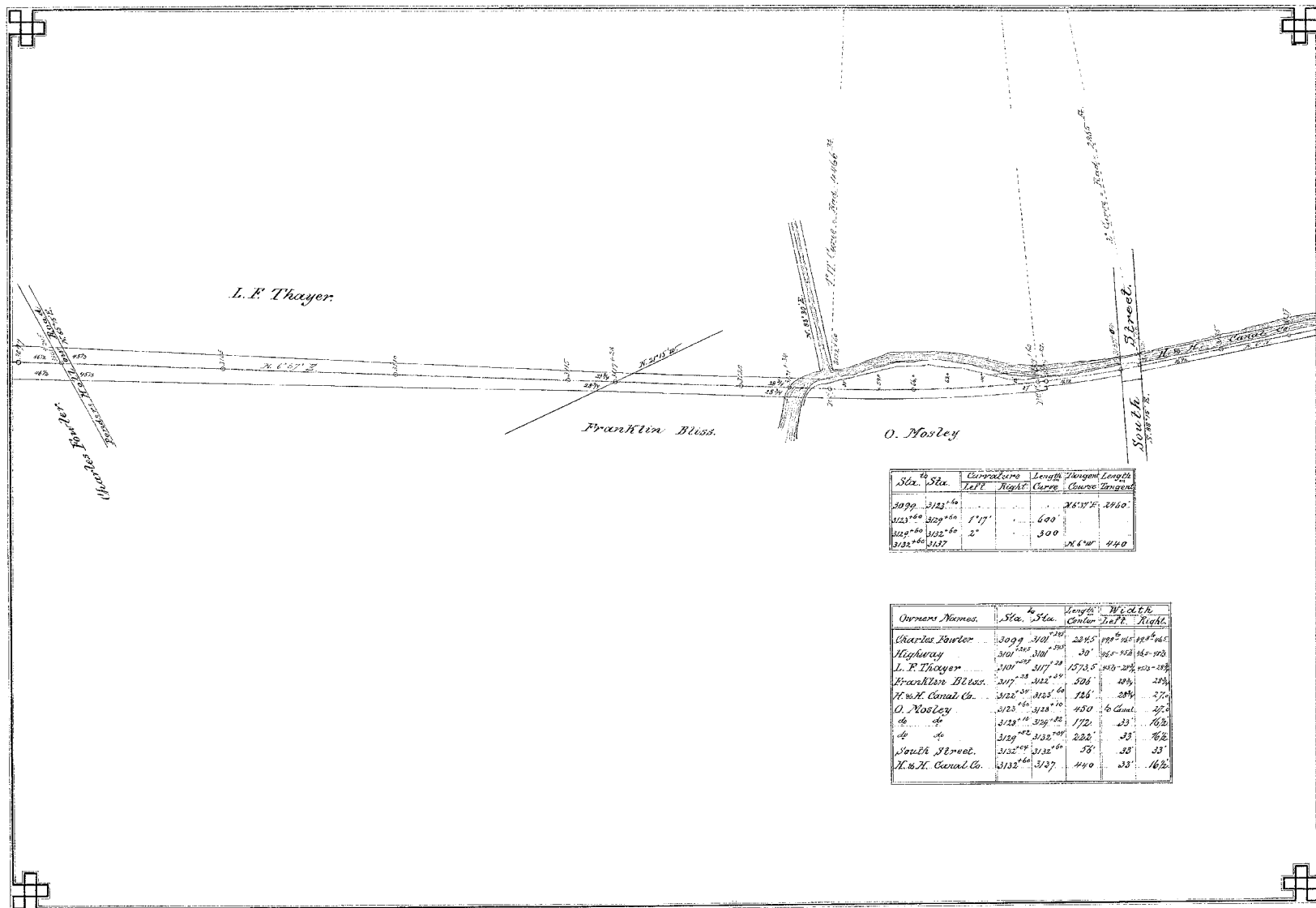
Fowler, Charles  
Thayer, LF  
Bliss, Franklin  
H & H Canal Co  
Mosley, O

***Stations***   3099-3137

### ***Landmarks located on Plan***









## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New Haven & Northampton Co

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

South St

Main St

Thomas St

Chapel St

### ***Abutter Names located on Plan***

H & H Canal Co

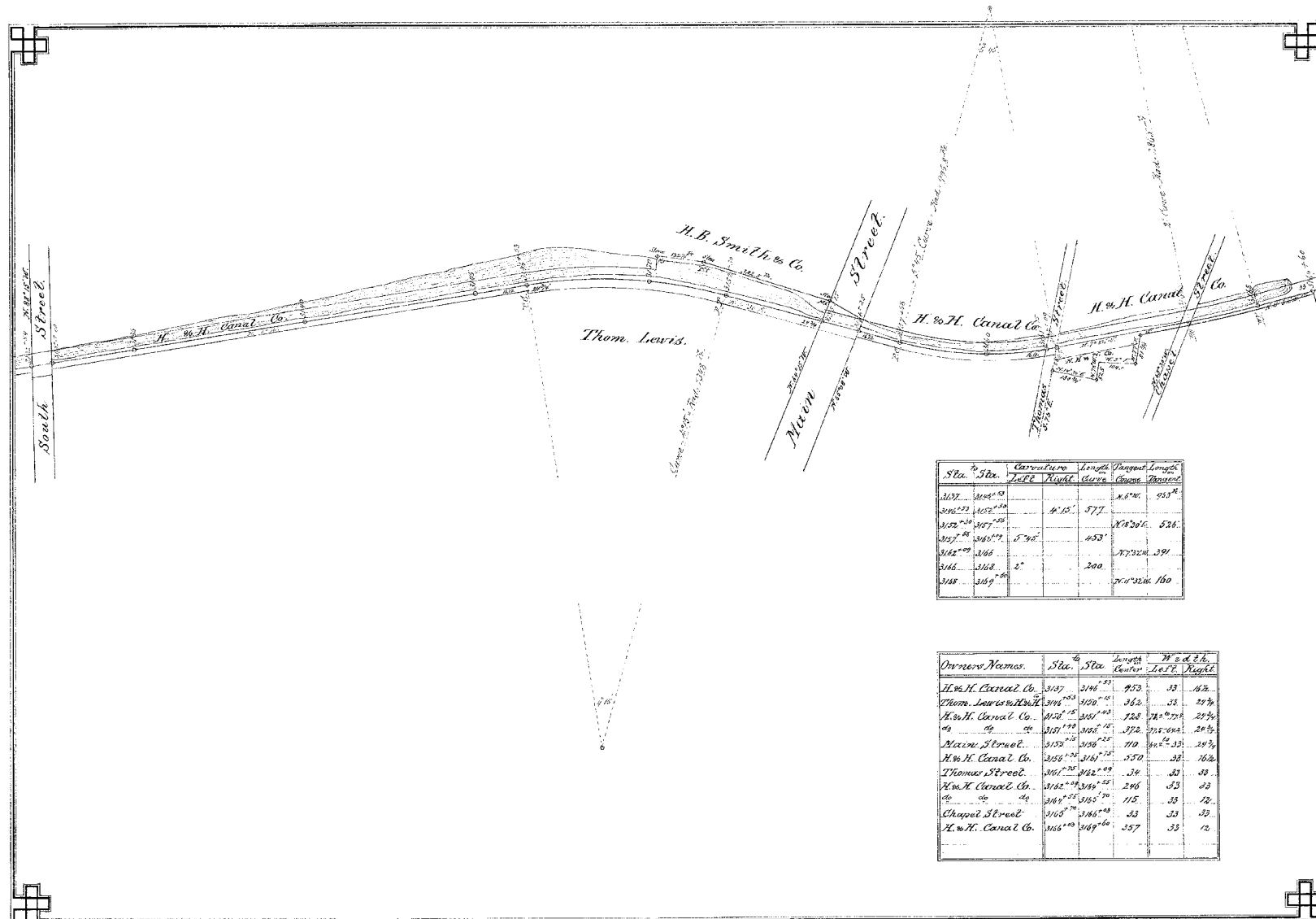
Lewis, Thom

H & B Smith Co

***Stations***   3132+84-31

### ***Landmarks located on Plan***







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

New Haven & Northampton Co

### **Date Recorded      Sheet      Page**

3/6/1880              12              15

### **Towns located on Plan**

Westfield

### **Roads located on Plan**

Elm St

Maple St

Orange St

North Elm St

Pochassic St

New Rd

Old Rd

Union St

**Stations**    3169+60-32    6+40-0

### **Landmarks located on Plan**

Culvert

Westfield River

North Rail of North Track B &

Depot

Connecticut Track

### **Abutter Names located on Plan**

H & H Canal Co

Bosworth

Chapin, H

Clark, JS

Cowles, Enos

Blood

Westfield Gas Light Co

Parks

Calnan, Wm

Yeamans, Lucy

Toomey, Corn

Brass, AN

Calnan, Wm

Brass, Jared S

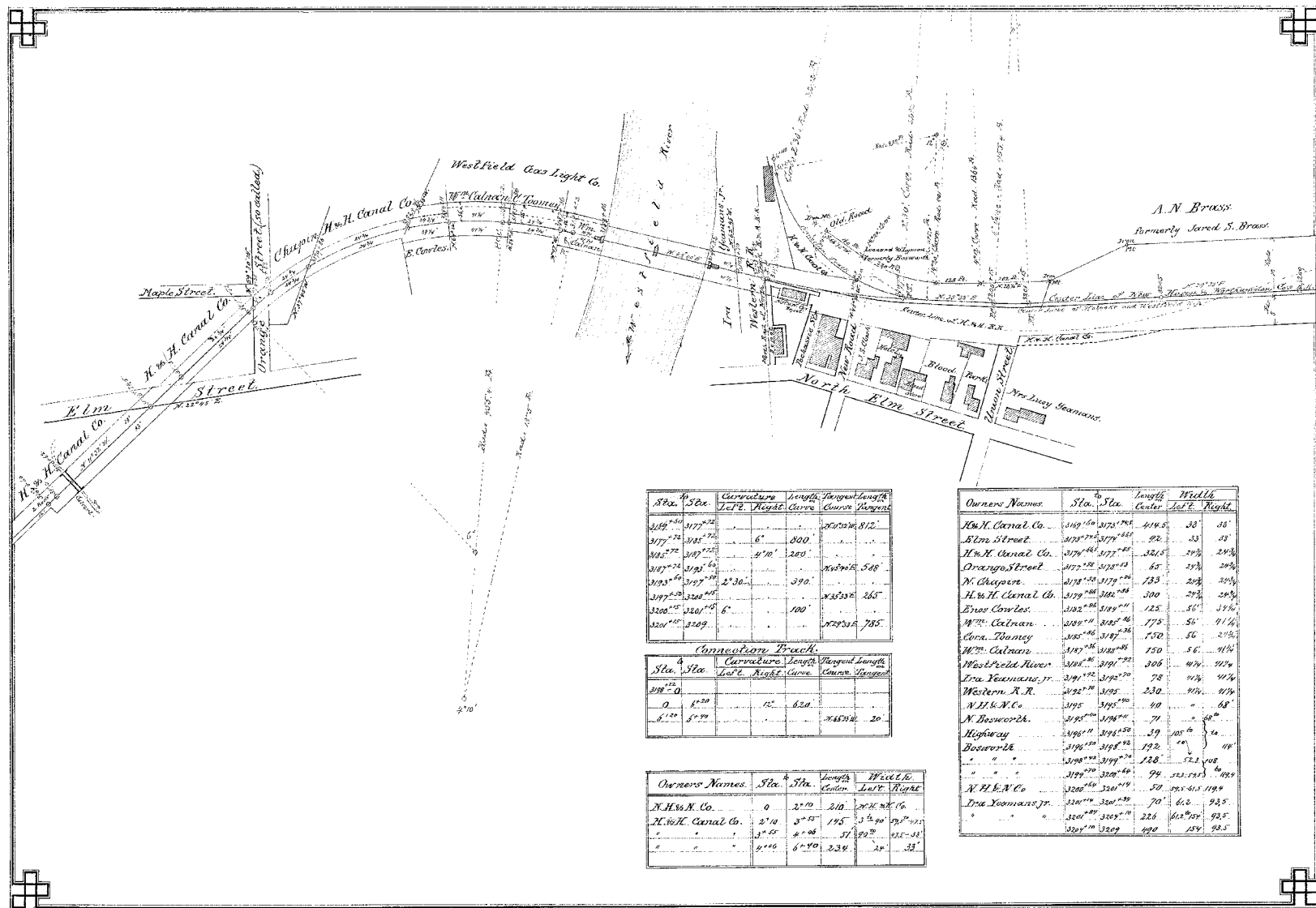
Yeamans, Ira Jr

Western RR

N H & N Co

Leonard & Lyman





| Sta.               | Sta.               | Curvature<br>Left Right | Length<br>Curve | Longest Length<br>Curve | Longest<br>Tangent |
|--------------------|--------------------|-------------------------|-----------------|-------------------------|--------------------|
| 3177 <sup>00</sup> | 3177 <sup>00</sup> |                         |                 |                         |                    |
| 3177 <sup>00</sup> | 3177 <sup>00</sup> | 6"                      | 800             |                         |                    |
| 3177 <sup>00</sup> | 3177 <sup>00</sup> | 4" 10'                  | 280             |                         |                    |
| 3177 <sup>00</sup> | 3177 <sup>00</sup> |                         |                 | 350' 00"                | 548'               |
| 3177 <sup>00</sup> | 3177 <sup>00</sup> | 2" 30"                  | 390             |                         |                    |
| 3177 <sup>00</sup> | 3177 <sup>00</sup> |                         |                 | 350' 00"                | 265'               |
| 3177 <sup>00</sup> | 3177 <sup>00</sup> | 6"                      | 100             |                         |                    |
| 3177 <sup>00</sup> | 3177 <sup>00</sup> |                         |                 | 350' 00"                | 785'               |

Connection Brook

| Sta.               | Sta.               | Curvature<br>Left Right | Length<br>Curve | Longest Length<br>Curve | Longest<br>Tangent |
|--------------------|--------------------|-------------------------|-----------------|-------------------------|--------------------|
| 3177 <sup>00</sup> | 3177 <sup>00</sup> |                         |                 |                         |                    |
| 3177 <sup>00</sup> | 3177 <sup>00</sup> | 12"                     | 620             |                         |                    |
| 3177 <sup>00</sup> | 3177 <sup>00</sup> |                         |                 | 480' 00"                | 20'                |

| Owners Names        | Sta.             | Sta.             | Length<br>Center | Width<br>Left Right |
|---------------------|------------------|------------------|------------------|---------------------|
| N.H. & N. Co.       | 0                | 27 <sup>00</sup> | 210              | 20' 00" 16'         |
| N.H. & N. Canal Co. | 27 <sup>00</sup> | 37 <sup>00</sup> | 195              | 3 1/2' 20' 19' 00"  |
| "                   | 37 <sup>00</sup> | 47 <sup>00</sup> | 57               | 15'-54'             |
| "                   | 47 <sup>00</sup> | 67 <sup>00</sup> | 534              | 20' 33'             |

| Owners Names        | Sta.               | Sta.               | Length<br>Center | Width<br>Left Right |
|---------------------|--------------------|--------------------|------------------|---------------------|
| N.H. & N. Canal Co. | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 414.5            | 33' 33'             |
| Elm Street          | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 92               | 33' 33'             |
| N.H. & N. Canal Co. | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 341.5            | 29 1/2' 29 1/2'     |
| Orange Street       | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 65               | 29 1/2' 29 1/2'     |
| N. Chaper           | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 733              | 20 1/2' 29 1/2'     |
| N.H. & N. Canal Co. | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 300              | 29 1/2' 29 1/2'     |
| Erwin Corlies       | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 125              | 56' 31 1/2'         |
| Wm. Calnan          | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 175              | 56' 31 1/2'         |
| Cora. Waney         | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 150              | 56' 31 1/2'         |
| Wm. Calnan          | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 150              | 56' 31 1/2'         |
| Westfield River     | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 306              | 40' 10' 10' 1/2'    |
| Eric Yocumans, Jr.  | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 78               | 40' 10' 10' 1/2'    |
| Western R.R.        | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 230              | 90' 40' 10' 1/2'    |
| N.H. & N. Co.       | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 90               | 68'                 |
| N. Bosworth         | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 71               | 68'                 |
| Highway             | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 59               | 100' 68'            |
| Bosworth            | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 192              | 11'                 |
| "                   | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 128              | 52.5' 108'          |
| "                   | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 94               | 52.5' 108'          |
| N.H. & N. Co.       | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 50               | 52.5' 108'          |
| Eric Yocumans, Jr.  | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 70               | 61.2' 93.5'         |
| "                   | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 226              | 61.2' 93.5'         |
| "                   | 3177 <sup>00</sup> | 3177 <sup>00</sup> | 490              | 154' 93.5'          |



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New Haven & Northampton Co

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

Notre Dame St

### ***Abutter Names located on Plan***

Brass,AN

Brass,Jared S

Yeamans,Ira Jr

Yeamans,Ira Jr

Adkins

Bush,G

Furrow,Richard

Williams,Caleb

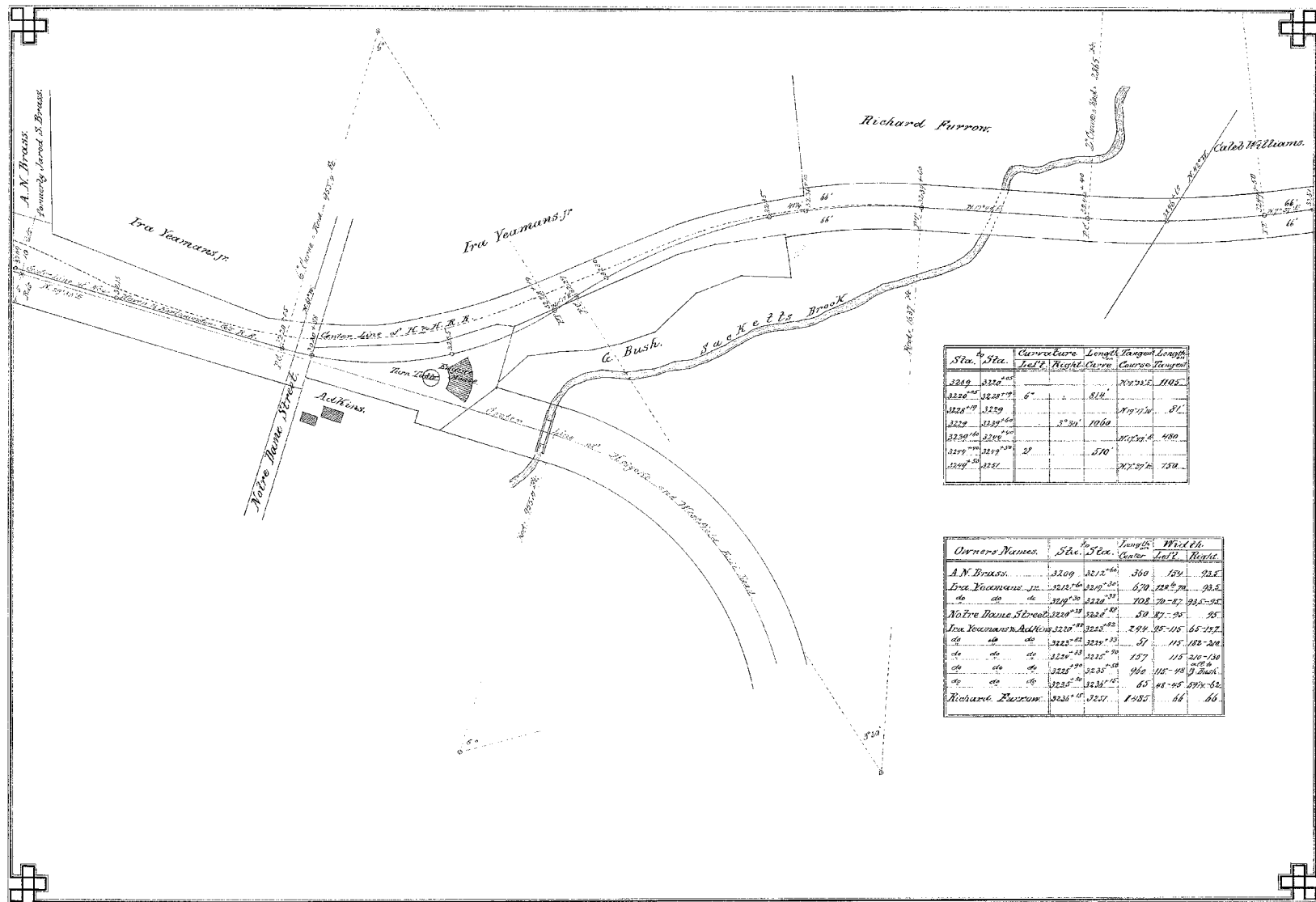
***Stations***   3209-3251

### ***Landmarks located on Plan***

Holyoke & Westfield RR

Sacketts Brook





| Sta. | Sta. | Course | Course | Length      | Length |
|------|------|--------|--------|-------------|--------|
|      |      | Lat.   | North  | Course      | Length |
| 3209 | 3210 | 6°     |        | N 72° 15' E | 110.5  |
| 3230 | 3231 | 7°     |        | 8.16        |        |
| 3226 | 3229 |        |        | N 7° 12' W  | 81     |
| 3229 | 3230 | 6°     |        | 10.60       |        |
| 3230 | 3231 |        |        | N 72° 15' E | 6.80   |
| 3231 | 3232 | 2°     |        | 5.70        |        |
| 3232 | 3233 |        |        | N 72° 15' E | 7.50   |

| Owner's Names        | Sta. | Sta. | Length | Width |
|----------------------|------|------|--------|-------|
|                      |      |      | Course | Lat.  |
| A.N.Brass.           | 3209 | 3212 | 5.50   | 1.50  |
| Ira Yeomans Jr.      | 3212 | 3215 | 6.70   | 1.25  |
| do                   | 3215 | 3218 | 7.02   | 1.00  |
| Notre Dame Street    | 3218 | 3221 | 5.00   | 1.00  |
| Ira Yeomans & Adkins | 3221 | 3224 | 2.94   | 1.05  |
| do                   | 3224 | 3227 | 5.7    | 1.15  |
| do                   | 3227 | 3230 | 1.57   | 1.15  |
| do                   | 3230 | 3233 | 9.60   | 1.15  |
| do                   | 3233 | 3236 | 6.5    | 1.15  |
| Richard Furrow       | 3236 | 3239 | 1.485  | 1.15  |



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New Haven & Northampton Co

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### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

Rd/Hgy

### ***Abutter Names located on Plan***

Williams, Caleb

Weller, Winthrop

Brass, Jared

Dewey, Roland

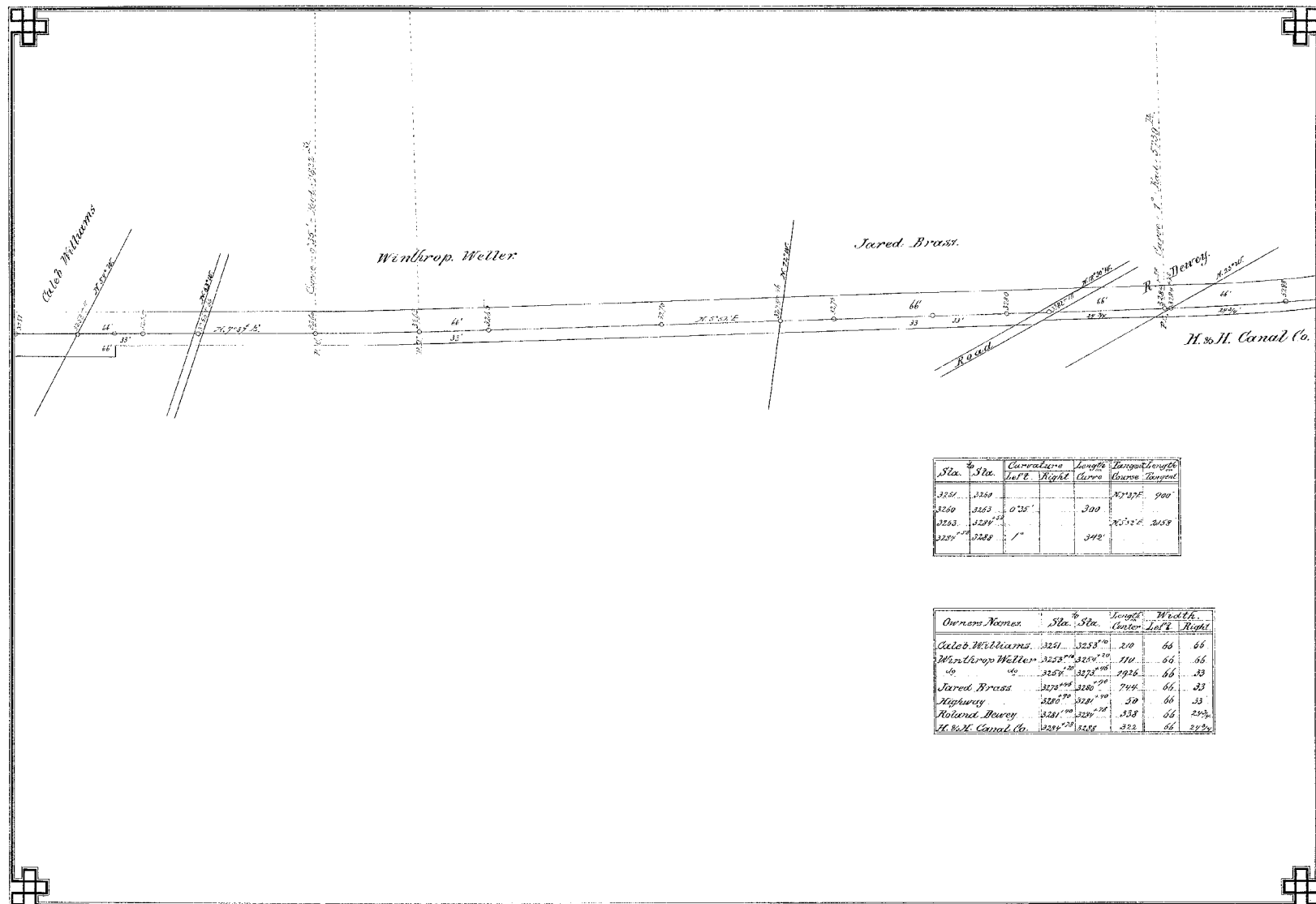
H & H Canal Co

***Stations***   3251-3288

### ***Landmarks located on Plan***









## HAMPDEN COUNTY RAILROAD PROJECT

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### *Towns located on Plan*

Westfield

### *Roads located on Plan*

### *Abutter Names located on Plan*

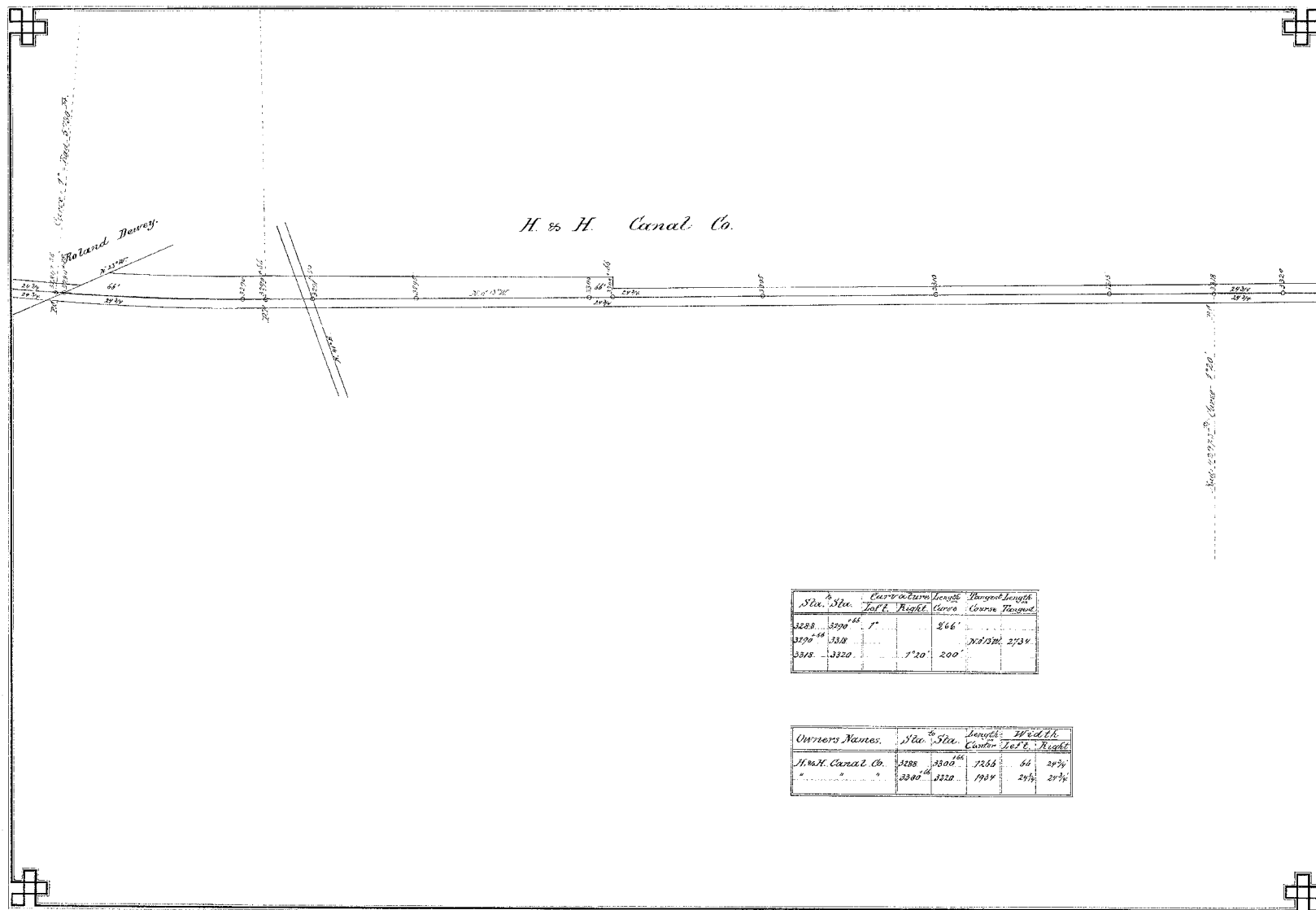
Dewey, Roland

H & H Canal

*Stations*   3284+58-33

### *Landmarks located on Plan*





| Sta. | Sta. | Curvature |        | Length | Tangent Length |         |
|------|------|-----------|--------|--------|----------------|---------|
|      |      | Left      | Right  | Curve  | Course         | Station |
| 3288 | 3300 | 1°        |        | 8'66"  |                |         |
| 3300 | 3320 |           |        |        | N 87° 50' E    | 27' 53" |
| 3318 | 3320 |           | 1' 20" | 200'   |                |         |

| Owner's Name      | Sta. | Sta. | Length  | Width   |         |
|-------------------|------|------|---------|---------|---------|
|                   |      |      | Center  | Left    | Right   |
| H. & H. Canal Co. | 3288 | 3300 | 17' 55" | 6'      | 27' 53" |
| "                 | 3300 | 3320 | 19' 09" | 27' 53" | 27' 53" |



## HAMPDEN COUNTY RAILROAD PROJECT

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Westfield

### *Roads located on Plan*

Hgy

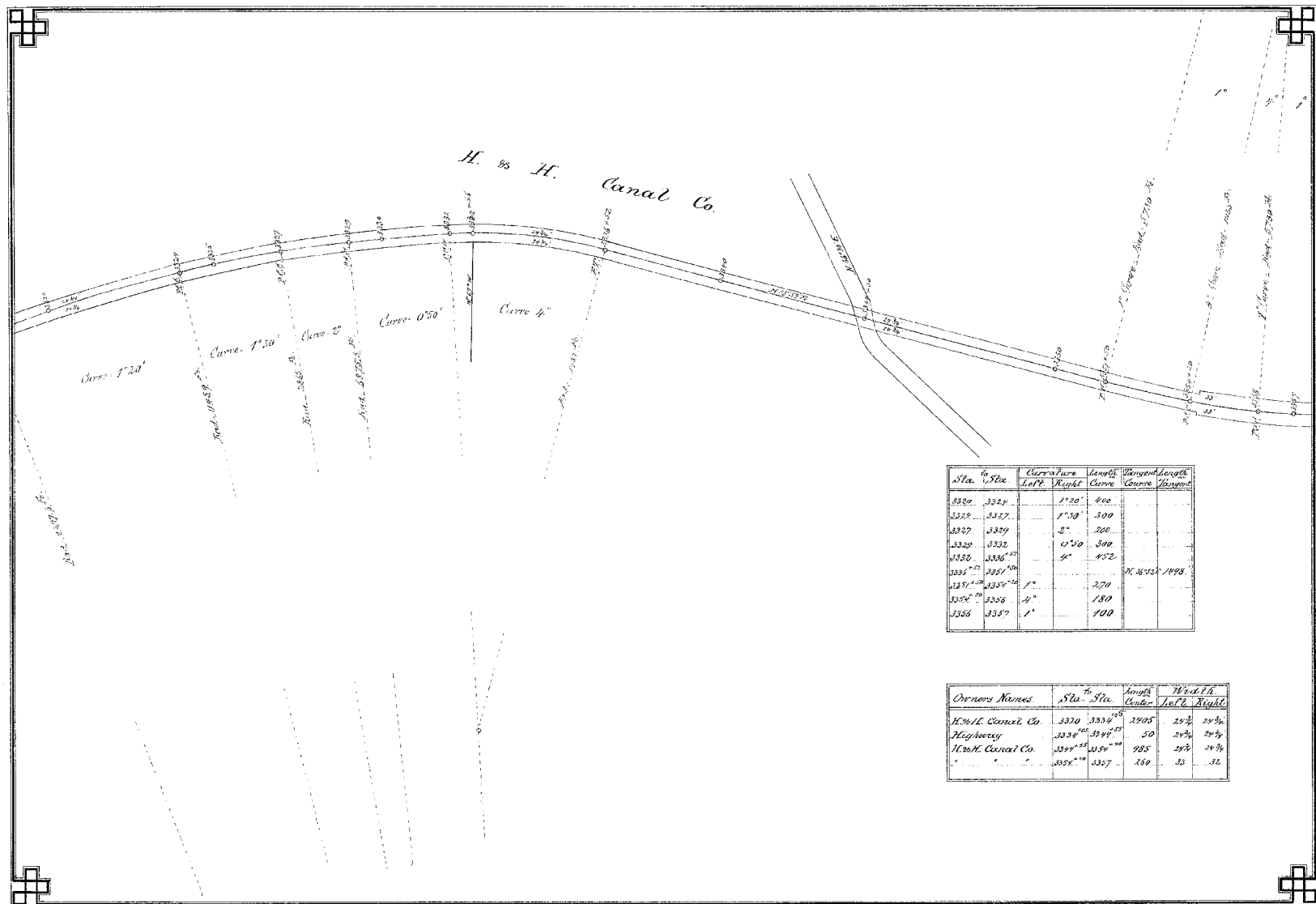
### *Abutter Names located on Plan*

H & H Canal Co

**Stations**   3320-3357

### *Landmarks located on Plan*





| Sta. | to Sta. | Curvature |        | Length<br>Curve | Served Length<br>Course | Served Length<br>Course |
|------|---------|-----------|--------|-----------------|-------------------------|-------------------------|
|      |         | Left      | Right  |                 |                         |                         |
| 3320 | 3325    |           | 1° 20' | 400             |                         |                         |
| 3325 | 3327    |           | 1° 30' | 300             |                         |                         |
| 3327 | 3329    |           | 2°     | 200             |                         |                         |
| 3329 | 3332    |           | 0° 50' | 300             |                         |                         |
| 3332 | 3336    |           | 2°     | 450             |                         |                         |
| 3336 | 3337    |           | 1°     | 100             |                         |                         |
| 3337 | 3338    |           | 1°     | 100             |                         |                         |
| 3338 | 3339    |           | 1°     | 100             |                         |                         |
| 3339 | 3340    |           | 1°     | 100             |                         |                         |
| 3340 | 3341    |           | 1°     | 100             |                         |                         |
| 3341 | 3342    |           | 1°     | 100             |                         |                         |
| 3342 | 3343    |           | 1°     | 100             |                         |                         |
| 3343 | 3344    |           | 1°     | 100             |                         |                         |
| 3344 | 3345    |           | 1°     | 100             |                         |                         |
| 3345 | 3346    |           | 1°     | 100             |                         |                         |
| 3346 | 3347    |           | 1°     | 100             |                         |                         |
| 3347 | 3348    |           | 1°     | 100             |                         |                         |
| 3348 | 3349    |           | 1°     | 100             |                         |                         |
| 3349 | 3350    |           | 1°     | 100             |                         |                         |
| 3350 | 3351    |           | 1°     | 100             |                         |                         |
| 3351 | 3352    |           | 1°     | 100             |                         |                         |
| 3352 | 3353    |           | 1°     | 100             |                         |                         |
| 3353 | 3354    |           | 1°     | 100             |                         |                         |
| 3354 | 3355    |           | 1°     | 100             |                         |                         |
| 3355 | 3356    |           | 1°     | 100             |                         |                         |
| 3356 | 3357    |           | 1°     | 100             |                         |                         |

| Owners Names      | Sta. | to Sta. | Length<br>Curve | Width  |        |
|-------------------|------|---------|-----------------|--------|--------|
|                   |      |         |                 | Left   | Right  |
| H. & H. Canal Co. | 3320 | 3336    | 2905            | 24 1/2 | 24 1/2 |
| Highway           | 3336 | 3340    | 50              | 24 1/2 | 24 1/2 |
| H. & H. Canal Co. | 3340 | 3357    | 985             | 24 1/2 | 24 1/2 |
| "                 | 3357 | 3357    | 260             | 53     | 52     |



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### *Towns located on Plan*

Westfield

### *Roads located on Plan*

Davis Crossing

### *Abutter Names located on Plan*

H&H Canal Co

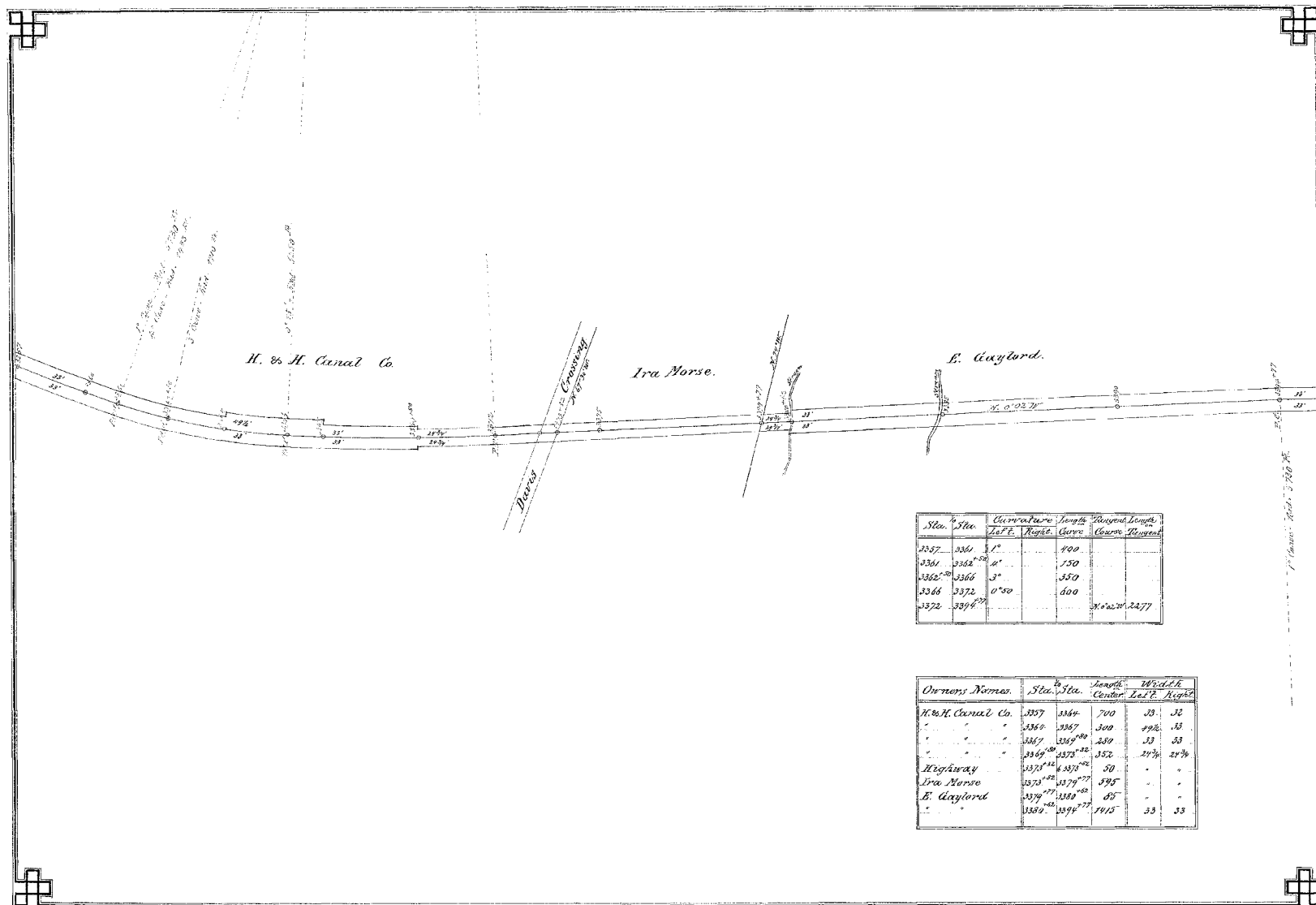
Morse, Ira

Gaylord, E

**Stations** 3357-3394+

### *Landmarks located on Plan*







## HAMPDEN COUNTY RAILROAD PROJECT

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New Haven & Northampton Co

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Westfield

### ***Roads located on Plan***

Hgy

### ***Abutter Names located on Plan***

Gaylord,E

H & H Canal Co

Root,Solomon

***Stations***   3394+77-34

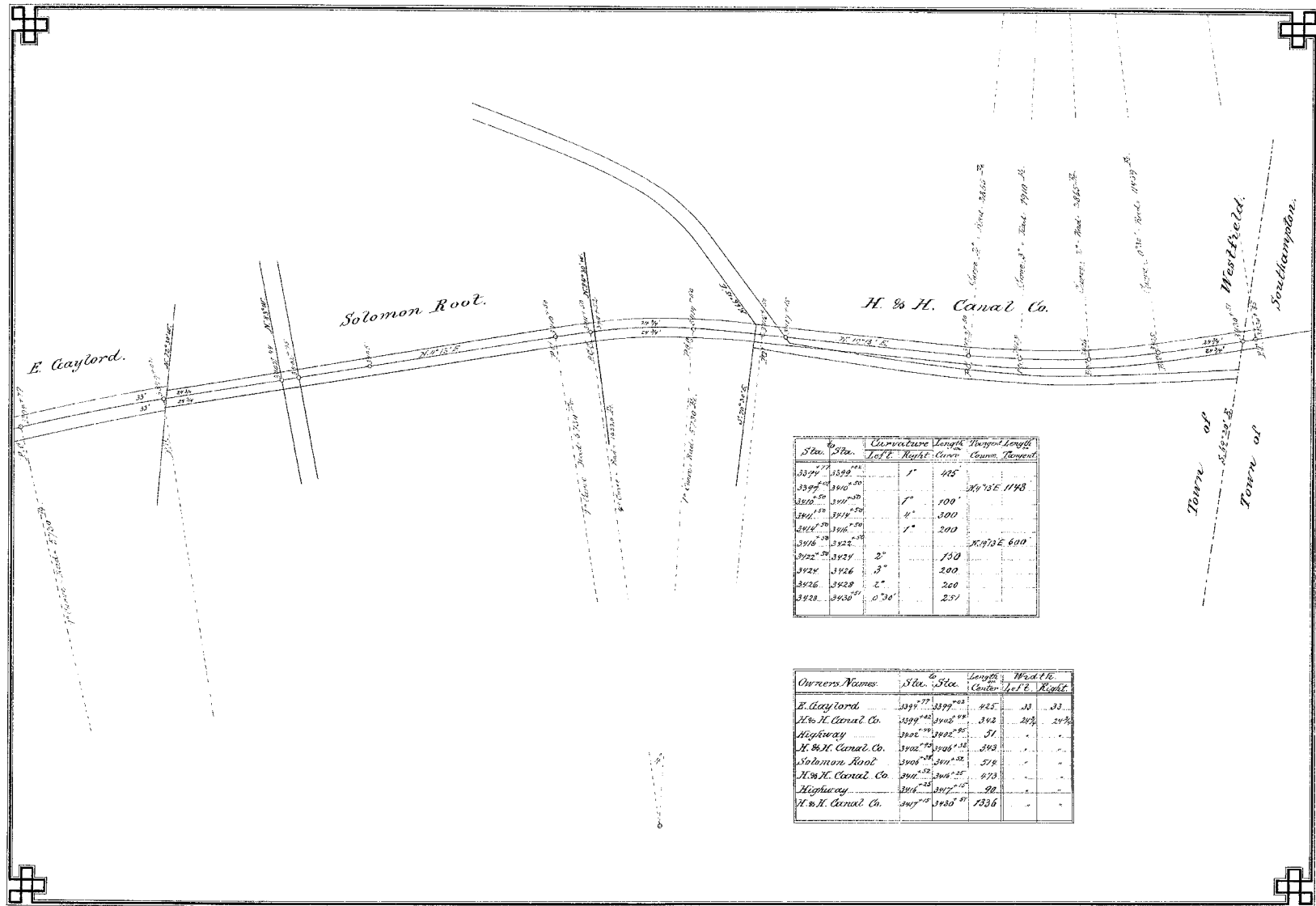
### ***Landmarks located on Plan***

Westfield Town Line

Southampton Town Line







| Sta. | Sta. | Curvature |       |        | Length  | Height | Length |
|------|------|-----------|-------|--------|---------|--------|--------|
|      |      | Left      | Right | Center |         |        |        |
| 3394 | 3399 |           | 1"    | 485    |         |        |        |
| 3399 | 3400 |           |       |        | 149'55" | 1193   |        |
| 3400 | 3407 |           | 1"    | 100    |         |        |        |
| 3407 | 3418 |           | 4"    | 300    |         |        |        |
| 3418 | 3426 |           | 1"    | 200    |         |        |        |
| 3426 | 3428 |           |       |        | 107'32" | 600    |        |
| 3428 | 3430 |           | 2"    | 150    |         |        |        |
| 3430 | 3432 |           | 3"    | 200    |         |        |        |
| 3432 | 3434 |           | 2"    | 200    |         |        |        |
| 3434 | 3436 |           | 2.5'  |        |         |        |        |

| Owners Names      | Sta.   |      | Length | Width |       |
|-------------------|--------|------|--------|-------|-------|
|                   | Center | Left |        | Left  | Right |
| E. Caylord        | 3391   | 3399 | 88     | 33    | 33    |
| H. & H. Canal Co. | 3399   | 3408 | 99     | 342   | 297   |
| Highway           | 3408   | 3408 | 0      | 51    |       |
| H. & H. Canal Co. | 3408   | 3408 | 0      | 343   |       |
| Solomon Root      | 3408   | 3408 | 0      | 518   |       |
| H. & H. Canal Co. | 3408   | 3408 | 0      | 673   |       |
| Highway           | 3408   | 3408 | 0      | 90    |       |
| H. & H. Canal Co. | 3408   | 3408 | 0      | 1336  |       |



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New Haven & Northampton Co

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### **Towns located on Plan**

Westfield

### **Roads located on Plan**

Main St

Mechanic St

Free St

Munroe St

Thomas St

Chapel St

Birge Ave

Elm St

Bartlett St

Orange St

Sibley Ave

Maple St

### **Abutter Names located on Plan**

Yeamans,CN

H B Smith Co

Conwell,Wm

Fowler,CC(est)

Wilcox

Hampden Savings Bank

Tobey,Elisha

Richardson LH

Robbins,Eliza

Mallory,Homer

Hannum

Westfield Gas Light Co

Fletcher(est)

N H & H Co

Davis,Noble

Plumley,IH

Baber,F & E

N H & N Co

Universalist Soc

Hastings,Cornelia A

Westfield Power Co

Birge(est)

Harrison

Provin,Wm

Swifts Chicago  
Dressed Beef Co  
Searle,ME

VanDeusen,ER

Thayer,LF

Yeamans,Charles N

Waterman, JH(est)

Westfield Gas Light  
Co  
Chapin,N(heirs of)

Fox,Henry

Weller,John

Pkumley,IH

Axtell,HE

Steerly,Judson

Chandler,H

Hale,William B

Madden,Frank

Sibley(est)

N H & N Co

Flecher,Wm O(est)

Whitman,Wm W

Calnan,Mary

### **Landmarks located on Plan**

Also Signature Page

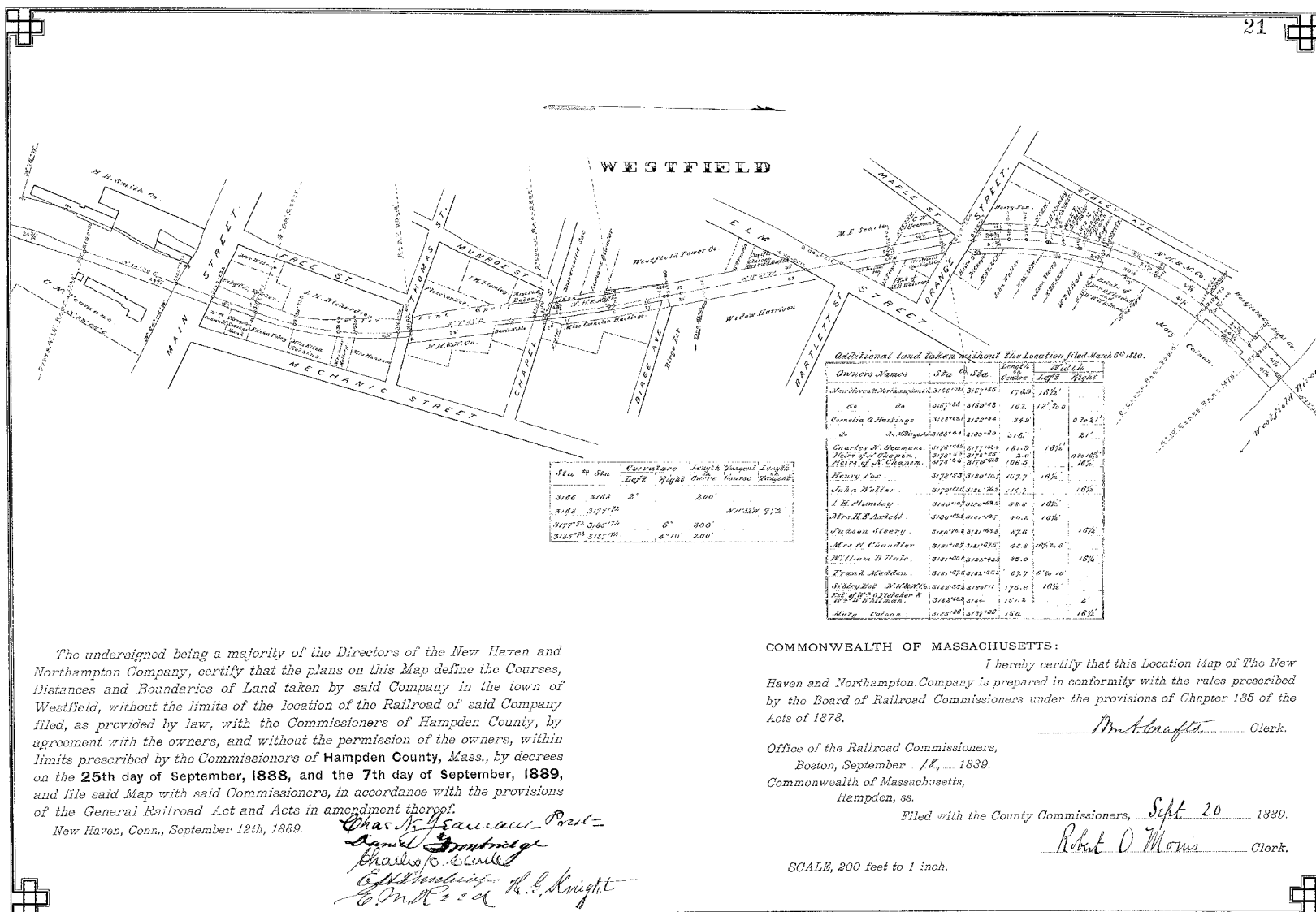
Water Line April 1889

Town Brook

Westfield River

### **Stations**

3152+30-31





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New Haven & Northampton Co

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***Roads located on Plan***

***Abutter Names located on Plan***

***Stations***

***Landmarks located on Plan***

Cover Sheet



LOCATION OF LANDS  
IN THE  
**COUNTY OF HAMPDEN**  
By the  
**NEW HAVEN AND NORTHAMPTON COMPANY**  
And  
**THE NEW YORK NEW HAVEN AND HARTFORD**  
**RAILROAD COMPANY**  
On the  
**NEW HAVEN AND NORTHAMPTON COMPANY'S MAIN LINE**  
Under Chapter 356 of Massachusetts Acts of 1895.

*Hampden, ss*  
*Office of the Clerk of the County Commissioners.*  
*Filed Feb. 3rd, 1897.*  
Attest: *Robert O. Morris Clerk.*

*Boston, Jan. 29, 1897.*  
*I certify that this Record of Location*  
*of lands is prepared in conformity with the Rules*  
*prescribed by the Board of Railroad Commissioners*  
*under Act 73 of c. 112, P. S.*  
*Wm. A. Cropper*  
*Secy.*



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*Towns located on Plan*

*Roads located on Plan*

*Abutter Names located on Plan*

### *Stations*

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Description Page



Vote of the New Haven and Northampton Company;

At a meeting of the Board of Directors of the New Haven and Northampton Company held pursuant to notice at the office of the Company in the City of New Haven, Connecticut, on the 9th day of January 1877, a quorum being present, the President presented to the Board the following written descriptions and plans of a location upon lands heretofore purchased or acquired by the Company for railroad purposes and after examination thereof

Resolved That the President be directed to authenticate said plans by his signature, and that the Directors be certified, said plans, and that the same be filed with the County Commissioners of the County of Hampshire, in and for a location upon and taking of said lands pursuant to Chapter 356 of the Acts of the Legislature of Massachusetts for the year 1875, and Acts in addition thereto.

Edward A. Ray, Secy

Vote of the New York, New Haven and Hartford Railroad Company;

At a meeting of the Board of Directors of the New York, New Haven and Hartford Railroad Company held pursuant to notice at the office of the Company in the City of New York on the 9th day of January 1877, a quorum being present, the President presented to the Board the following written descriptions and plans of a location upon lands heretofore purchased or acquired by the Company for railroad

purposes and after examination thereof and directions thereon are to be taken together with the written descriptions to show the lands located of said parcels of land therein described for said road purposes, according to their respective interests therein, pursuant to the provisions of Chapter 356 of the Acts of the Legislature of Massachusetts for the year 1875, and Acts in addition thereto.

purposes and after examination thereof and directions thereon are to be taken together with the written descriptions to show the lands located of said parcels of land therein described for said road purposes, according to their respective interests therein, pursuant to the provisions of Chapter 356 of the Acts of the Legislature of Massachusetts for the year 1875, and Acts in addition thereto.

Resolved That the President be directed to authenticate said plans by his signature, and that the Directors be certified, said plans, and that the same be filed with the County Commissioners of the County of Hampshire, in and for a location upon and taking of said lands pursuant to Chapter 356 of the Acts of the Legislature of Massachusetts for the year 1875, and Acts in addition thereto.

Wm. H. Bishop, Secy

Resolved;

Whereas the New Haven and Northampton Company and the New York, New Haven and Hartford Railroad Company have each heretofore purchased or acquired for railroad purposes certain lands situated in the County of Hampshire which are hereinafter described as belonging to them respectively, and are at this time in the possession of the New York, New Haven and Hartford Railroad Company as Lessee of the New Haven and Northampton Company or as owner, and

Whereas by Chapter 356 of the Acts of the Legislature of Massachusetts for the year 1875 it is provided that a railroad corporation may take a location of any lands purchased or acquired by it for said purposes;

Now Shall for the New Haven and Northampton Company and the New York, New Haven and Hartford Railroad Company Commissioners of the County of Hampshire the following written descriptions and plans, each plan authenticated by the signature of the president of said companies, which plans together with all records, figures, lines, letters

and directions thereon are to be taken together with the written descriptions to show the lands located of said parcels of land therein described for said road purposes, according to their respective interests therein, pursuant to the provisions of Chapter 356 of the Acts of the Legislature of Massachusetts for the year 1875, and Acts in addition thereto.

Descriptions:

That Map No. 1 that certain piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows:

Northward and Easterly by land of Mr. Edmunds, Southward by land of one George Connolly of Pittsfield, Westerly by the location of the New Haven and Northampton Company, as shown on said sheet of said

Map No. 2. That certain piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows:

Northward by the land of Walter Saffin formerly of Harry Allen and heirs, and Englewood Lake, Easterly by Englewood Lake, Southerly by the land of Peter Conline and heirs, Westerly by the location of the New Haven and Northampton Company, as shown on said sheet of said

Map No. 3. That certain piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows:



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New Haven & Northampton Co

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***Towns located on Plan***

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Description Page





Northerly by the land of Seth Gillett, Easterly by the location of the New Haven and Northampton Company, Southerly by the land of the New Haven and Northampton Company, Westerly by a brook, as shown on said sheet colored pink.

Sheet No 2. Parcel No 3. All that certain piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows:  
Northerly in part by the land of the New Haven and Northampton Company formerly of Oliver Miller, in part by the land of Oliver Miller in part by the land of O. M. Arnold and in part by the land of P. M. French, Easterly by a canal and Southwick Ponds, Southerly in part by Southwick Ponds and in part by the land of the New Haven and Northampton Company, Westerly by the location of the New Haven and Northampton Company, as shown on said sheet colored pink.

Sheet No 2. Parcel No 4. All that certain piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows:  
Northerly by the land formerly of George E. Gillett, Easterly by the land of Oliver Miller, Southerly by the land formerly of Seth Gillett, Westerly by the location of the New Haven and Northampton Company, as shown on said sheet colored pink.

Sheet No 2. Parcel No 5. All that certain piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows:  
Northerly in part by the land of the New Haven and Northampton Company, formerly of Nelson Stevens, and in part by land of

Nelson Stevens, Easterly by the land of Hamilton and E. Gillett, Southerly in part by the land of O. M. Arnold in part by the land of Oliver Miller, and in part by the land of the New Haven and Northampton Company, Westerly by the location of the New Haven and Northampton Company as shown on said sheet colored pink.

Sheet No 2. Parcel No 6. All that certain piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows:  
Northerly by the land of Nelson Stevens, Easterly by the location of the New Haven and Northampton Company, Southerly by the land of Oliver Miller, Westerly by a highway as shown on said sheet colored pink.

Sheet No 2. Parcel No 7. All that certain piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows:  
Northerly by the land of the A. Palmadge Estate, Easterly by the land of Nelson Stevens, Southerly by the land of the New Haven and Northampton Company, formerly of George E. Gillett, Westerly by the location of the New Haven and Northampton Company, as shown on said sheet colored pink.

Sheet No 2. Parcel No 8. All that certain piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows:  
Northerly by the land of the A. Palmadge Estate, Easterly by the location of the New Haven and Northampton Company, Southerly by the land of Nelson Stevens, Westerly by a highway as shown on said sheet colored pink.

Sheet No 3. Parcel No 1. All that certain piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows:

Northerly in part by a highway and in part by the location of the New Haven and Northampton Company, Easterly by the location of the New Haven and Northampton Company, Southerly in part by the land of John Cavanaugh, formerly of David Latham and in part by the location of the New Haven and Northampton Company, Westerly in part by the land of C. D. Abell, formerly of John Mills in part by the land of O. E. Abell, formerly of A. Granger and in part by the land of C. D. Abell, formerly of Thaddeus Foot, as shown on said sheet colored pink.

Sheet No 3. Parcel No 2. All that certain piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows:  
Northerly by a highway, Easterly in part by the land of C. D. Abell, formerly of John Mills in part by the land of O. E. Abell, formerly of A. Granger, and in part by the land of C. D. Abell, formerly of Thaddeus Foot, Southerly by the land of John Cavanaugh, formerly of David Latham, Westerly by the location of the New Haven and Northampton Company as shown on said sheet colored pink.

Sheet No 3. Parcel No 3. All that certain piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows:  
Northerly and Easterly by the location of the New Haven and Northampton Company, Southerly in part by the location of the New Haven and Northampton Company, and in part by a highway, Westerly by the land of Eliza Chapman, formerly of W. Rackwell, A. and L. Rackwell, and J. W. Rackwell, as shown on said sheet colored pink.

Sheet No 3. Parcel No 4. All that certain piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows:  
Northerly by the location of the New Haven and Northampton Company, Easterly in part by the land of W. A. Cooney, formerly of A. and L. Rackwell, and J. W. Rackwell, and in part by the land of



## HAMPDEN COUNTY RAILROAD PROJECT

### Name of Railroad

New Haven & Northampton Co

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Towns located on Plan

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Description Page



Elijah Chapman, formerly of W. Rockwell. Southwesterly in part by the location of the New Haven and Northampton Company, and in part by a highway. Westerly by the location of the New Haven and Northampton Company, as shown on said sheet colored pink.

Sheet No 4. Parcel No 1. All that certain piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows: Northwesterly by the land formerly of James Malone. Easterly by the location of the New Haven and Northampton Company. Southwesterly in part by the land of M. A. Cooney formerly of John Smith and in part by the location of the New Haven and Northampton Company. Westerly by the land of E. Price formerly of John Smith as shown on said sheet colored pink.

Sheet No 4. Parcel No 2. All that certain triangular piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows: Northwesterly and Westerly by the land of James Malone. Easterly by the location of the New Haven and Northampton Company. Southwesterly by the land of the New Haven and Northampton Company formerly of E. Price as shown on said sheet colored pink.

Sheet No 4. Parcel No 3. All that certain piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows: Northwesterly by a highway. Easterly and Southwesterly by the location of the New Haven and Northampton Company. Westerly by the land of E. Gilbert as shown on said sheet colored pink.

Sheet No 4. Parcel No 4. All that certain piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows: Northwesterly in part by a highway, and in part by the land of E. Gilbert.

Easterly by the land of E. Gilbert. Southwesterly and Westerly by the location of the New Haven and Northampton Company as shown on said sheet colored pink.

Sheet No 4. Parcel No 5. All that certain piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows: Northwesterly by the land of Roland Lallier. Easterly by the location of the New Haven and Northampton Company. Southwesterly by a highway. Westerly by the land of John Boyle formerly of W. H. Brown and Moses Loomis as shown on said sheet colored pink.

Sheet No 5. Parcel No 1. All that certain piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows: Northwesterly by the land of Lewis Smith. Easterly by the land of S. A. Longington. Southwesterly by the land of Nathaniel Foot. Westerly by the location of the New Haven and Northampton Company, as shown on said sheet colored pink.

Sheet No 5. Parcel No 2. All that certain piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows: Northwesterly in part by the land of Charles Noble and in part by the location of the New Haven and Northampton Company. Easterly by the location of the New Haven and Northampton Company. Southwesterly by the land of Lewis Smith. Westerly in part by the land of Abner Kellogg and in part by the land of Charles Noble as shown on said sheet colored pink.

Sheet No 5. Parcel No 3. All that certain piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows: Northwesterly and Easterly by the land of Elijah Selby. Southwesterly by the land of Lewis Smith. Westerly by the location of the New Haven

and Northampton Company as shown on said sheet colored pink.

Sheet No 5. Parcel No 4. All that certain piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows: Northwesterly and Southwesterly by Charles Noble. Easterly by the location of the New Haven and Northampton Company, as shown on said sheet colored pink.

Sheet No 5. Parcel No 5. All that certain piece or parcel of land situated in the Town of Southwick, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows: Northwesterly by the land of the J. Fowler estate. Easterly and Southwesterly by the land of Charles Noble. Westerly by the location of the New Haven and Northampton Company, as shown on said sheet colored pink.

Sheet No 6. Parcel No 1. All that certain piece or parcel of land situated in the Town of Westfield, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows: Northwesterly in part by the land of the New Haven and Northampton Company formerly of John Fowler and in part by other land of the New Haven and Northampton Company formerly of Anna B. Noble. Easterly in part by the land formerly of Anna B. Noble, and in part by the location of the New Haven and Northampton Company. Southwesterly by the land of Asahel Fowler. Westerly in part by the land of Asahel Fowler and in part by the land of Edwin Noble formerly of James Fowler, as shown on said sheet colored pink.

Sheet No 6. Parcel No 2. All that certain triangular piece or parcel of land situated in the Town of Westfield, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows: Northwesterly in part by the land formerly of John Fowler and in part by the location of the New Haven and Northampton Company. Easterly by the location of the New Haven and Northampton Company. Southwesterly and Westerly by the land of the New Haven and Northampton Company.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New Haven & Northampton Co

### ***Date Recorded***   ***Sheet***   ***Page***

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***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page



formerly of Edwin Noble, as shown on said sheet colored pink.

Sheet No 6. Parcel No 5. All that certain piece or parcel of land situated in the Town of Westfield, County of Hampden, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows:

Northerly in part by the location of the New Haven and Northampton Company, and in part by the land formerly of John Fowler, Easterly by the land of Anna B. Noble, formerly of James Noble, Southerly by the land formerly of James Fowler, Westerly in part by the land of James Fowler and in part by the location of the New Haven and Northampton Company as shown on said sheet colored pink.

Sheet No 6 and 7. Parcel No 6. All that certain piece or parcel of land situated in the Town of Westfield, County of Hampden, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows:

Northerly by the land of John Fowler formerly of Franklin Bliss, Easterly by the location of the New Haven and Northampton Company, Southerly by the lands of the New Haven and Northampton Company formerly of Anna B. Noble and Edwin Noble, Westerly by the land of John Fowler as shown on said sheet colored pink.

Sheet No 6 and 7. Parcel No 7. All that certain piece or parcel of land situated in the Town of Westfield, County of Hampden, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows:

Northerly by the land of John Fowler formerly of Franklin Bliss, Easterly by the land of John Fowler, Southerly by the land of the New Haven and Northampton Company formerly of Anna B. Noble, and other land of Anna B. Noble, Westerly by the location of the New Haven and Northampton Company, as shown on said sheet colored pink.

Sheet No 7. Parcel No 1. All that certain piece or parcel of land situated in the Town of Westfield, County of Hampden, State of Massachusetts, belonging to the New Haven and Northampton

Company, bounded and described as follows:

Northerly by the land of the New Haven and Northampton Company, formerly of Charlotte D. Bliss, Easterly by the location of the New Haven and Northampton Company, Southerly by Powder's Hollow Road, Westerly by the land of Martha A. Thayer, formerly of L. P. Thayer, as shown on said sheet colored pink.

Sheet No 7. Parcel No 6. All that certain piece or parcel of land situated in the Town of Westfield, County of Hampden, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows:

Northerly by the land of the New Haven and Northampton Company, formerly of Charlotte D. Bliss, Easterly by the land of Martha A. Thayer formerly of L. P. Thayer, Southerly by Powder's Hollow Road, Westerly by the location of the New Haven and Northampton Company, as shown on said sheet colored pink.

Sheet No 8. Parcel No 1. All that certain piece or parcel of land situated in the Town of Westfield, County of Hampden, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows:

Northerly by old canal bed, Easterly by the location of the New Haven and Northampton Company, Southerly by the land of the New Haven and Northampton Company formerly of Martha A. Thayer, Westerly by the land of Charlotte D. Bliss, formerly of L. P. Thayer, as shown on said sheet colored pink.

Sheet No 8. Parcel No 2. All that certain piece or parcel of land situated in the Town of Westfield, County of Hampden, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows:

Northerly by the old canal bed or land of J. C. Pratt, Easterly by the land sold to James Noble Jr. Southerly in part by the land of the New Haven and Northampton Company formerly of Martha A. Thayer, and in part by land of Martha A. Thayer, Westerly by the location of the New Haven and Northampton Company as shown on said sheet colored pink.

Sheet No 8. Parcel No 3 - All that certain piece or parcel of land

situated in the Town of Westfield, County of Hampden, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows:

Northerly on Silver Street formerly South Street, Easterly by the land of J. C. Pratt, Southerly by the old Canal or land of the New Haven and Northampton Company, formerly of Charlotte D. Bliss, Westerly by the location of the New Haven and Northampton Company, as shown on said sheet colored pink.

Sheet No 8. Parcel No 4. All that certain piece or parcel of land situated in the Town of Westfield, County of Hampden, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows:

Northerly by Silver Street formerly South Street, Easterly by the old Canal or the location of the New Haven and Northampton Company, Southerly by the old Canal, Westerly by the land of Charlotte D. Bliss, as shown on said sheet colored pink.

Sheet No 8. Parcel No 5. All that certain piece or parcel of land situated in the Town of Westfield, County of Hampden, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows:

Northerly and Easterly by the land of the New Haven and Northampton Company, Southerly by Silver Street formerly South Street, Westerly by the land of Francis H. Otter, as shown on said sheet colored pink.

Sheet No 8. Parcel No 6. All that certain piece or parcel of land situated in the Town of Westfield, County of Hampden, State of Massachusetts, belonging to the New York New Haven and Hartford Railroad Company, bounded and described as follows:

Northerly in part by Main Street in part by the land of the Watkinson Estate, and in part by the land of H. Bush, Easterly in part by the land of Edwin Noble in part by the land of George Easton, in part by the land of the Watkinson Estate, in part by the land of P. Murphy, in part by the land of Charles Farnham, in part by the land of John Waters, in part by the land of H. Bush in part by the land of D. Gilbert, and in part by the land of Mrs. D. Taylor, Southerly in part by the land of Edwin Noble in part by the land of George Easton, in part by the land of Watkinson Estate in part by the land of P. Murphy, in part by the land of Charles Farnham, in part by



## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

New Haven & Northampton Co

### *Date Recorded*

2/3/1897

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### *Page*

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*Towns located on Plan*

*Roads located on Plan*

*Abutter Names located on Plan*

### *Stations*

### *Landmarks located on Plan*

Description Page



the land of John Martin, in part by the land of H. Bush, in part by the land of R. Bellot, in part by the land of Mrs S. Taylor. Westerly by the location of the New Haven and Northampton Company as shown on said sheet colored pink.

Sheet No 8. Parcel No 7. All that certain piece or parcel of land situated in the Town of Westfield, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company, bounded and described as follows: Northerly by the land of L. H. Richardson, and Thomas Street. Easterly by the location of the New Haven and Northampton Company. Southerly by Main Street. Westerly in part by the land of Samuel Loomis and in part by the land of L. H. Richardson, as shown on said sheet colored pink.

Sheet No 8. Parcel No 8. All that certain piece or parcel of land, situated in the Town of Westfield, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company bounded and described as follows: Northerly by Chapel Street. Easterly by the land of the Davis Noble Estate. Southerly in part by the land of the New Haven and Northampton Company and in part by the location of the New Haven and Northampton Company. Westerly by the location of the New Haven and Northampton Company, as shown on said sheet colored pink.

Sheet No 9. Parcel No 1. All that certain piece or parcel of land situated in the Town of Westfield, County of Hampshire, State of Massachusetts, belonging to the New Haven and Northampton Company bounded and described as follows: Northerly, Easterly and Southerly by the land of the New Haven and Northampton Company. Westerly in part by the land of Leonard and Lyman, formerly of Benning, and in part by the land of Hampshire County, and in part by the land of the Town of Westfield formerly of A. N. Bliss, as shown on said sheet colored pink.

The courses mentioned in the foregoing descriptions and shown upon the annexed plans, are magnetic.

The subscribers a majority of the Directors of the New Haven and Northampton Company, certify the plans referred to in the foregoing preamble and contained in this book, numbered from 1 to 9 both inclusive.

Charles Francis

Geo. J. Smith

Abraham Rhodes

W. S. Kensted

Wm S. Barnard

S. C. Morrison

Directors

The subscribers a majority of the Directors of the New York, New Haven and Hartford Railroad Company, certify the plans referred to in the foregoing preamble and contained in this book, numbered from 1 to 9 both inclusive.

Charles Clark

Wm R. R. R.

Wm J. Robinson

Geo. J. Smith

Chas. J. Sloan

Chas. J. Brown

John V. Mann

Arthur D. George

Joseph B. B.

Levi H. H. H.

Wm M. Hall

Directors



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

New Haven & Northampton Co

### **Date Recorded**   **Sheet**   **Page**

2/3/1897   13   7

### **Towns located on Plan**

Southwick

### **Roads located on Plan**

**Stations**   2709+28-27

### **Landmarks located on Plan**

Conn/Mass Line

Suffield/Southwick Line

### **Abutter Names located on Plan**

H & H Canal Co

Holcomb,L

Griffin,Lester

Griffin & Holcom

Copley

Griffin,Philo FKA

Saunders,WL

NH & N Co

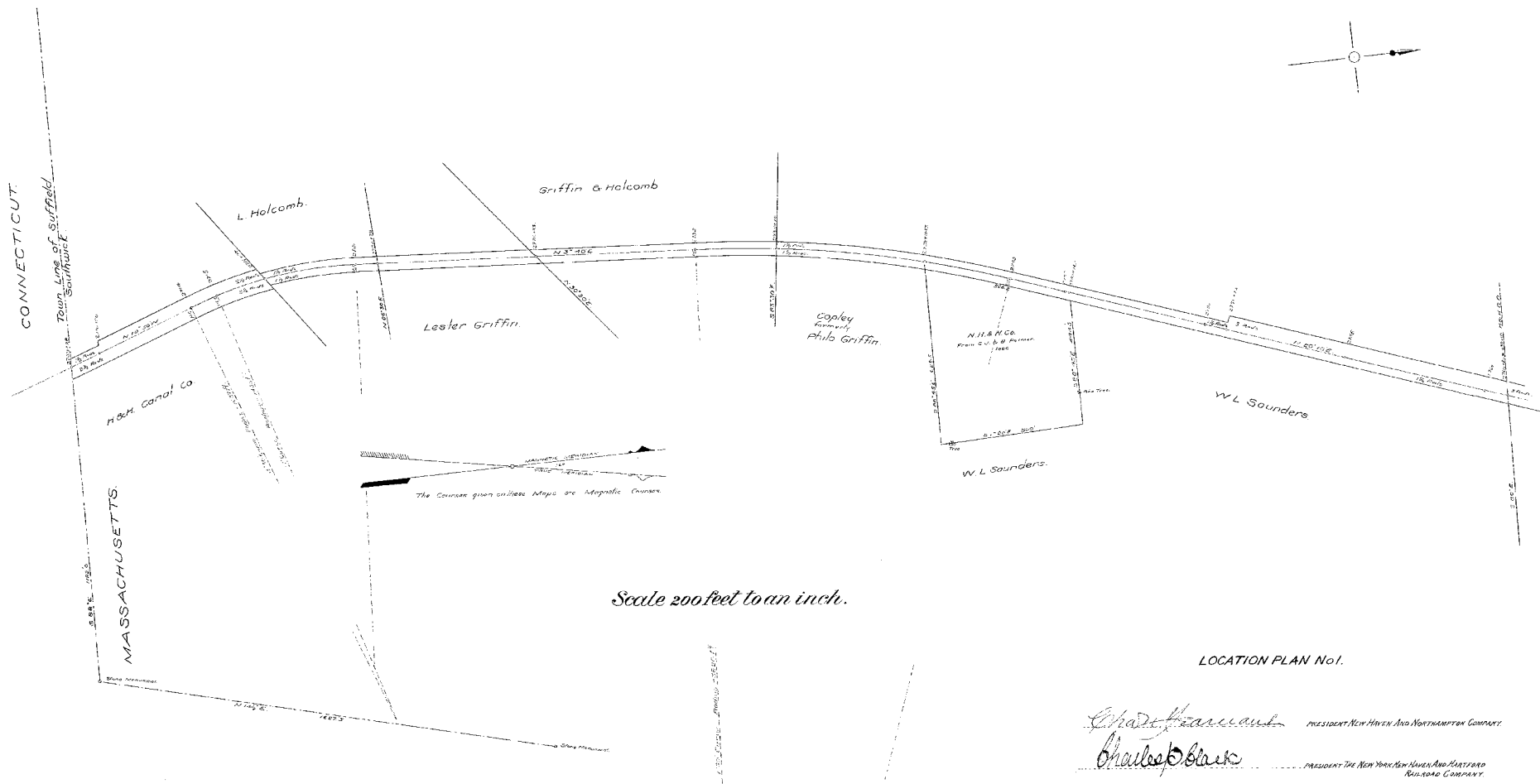
Palmer,SJ

Palmer,B





# SOUTHWICK





## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

New Haven & Northampton Co

### **Date Recorded      Sheet      Page**

2/3/1897                  13                  8

### **Towns located on Plan**

Southwick

### **Roads located on Plan**

Hgy

**Stations**      2760+80-28

### **Landmarks located on Plan**

Canal

### **Abutter Names located on Plan**

Saunders,WL

Miller,Aluin

Gillett,Sardis

Arnold,FM

NH & N Co

French,PN

Gillett,Wm

Gillett,Geo E

Gillett,Catherine

Stevens,Nelson

Dobbin,Walter

Talmadge,A(est)

Gillett,A

Hamilton & Gillette

Cushman,Saaly

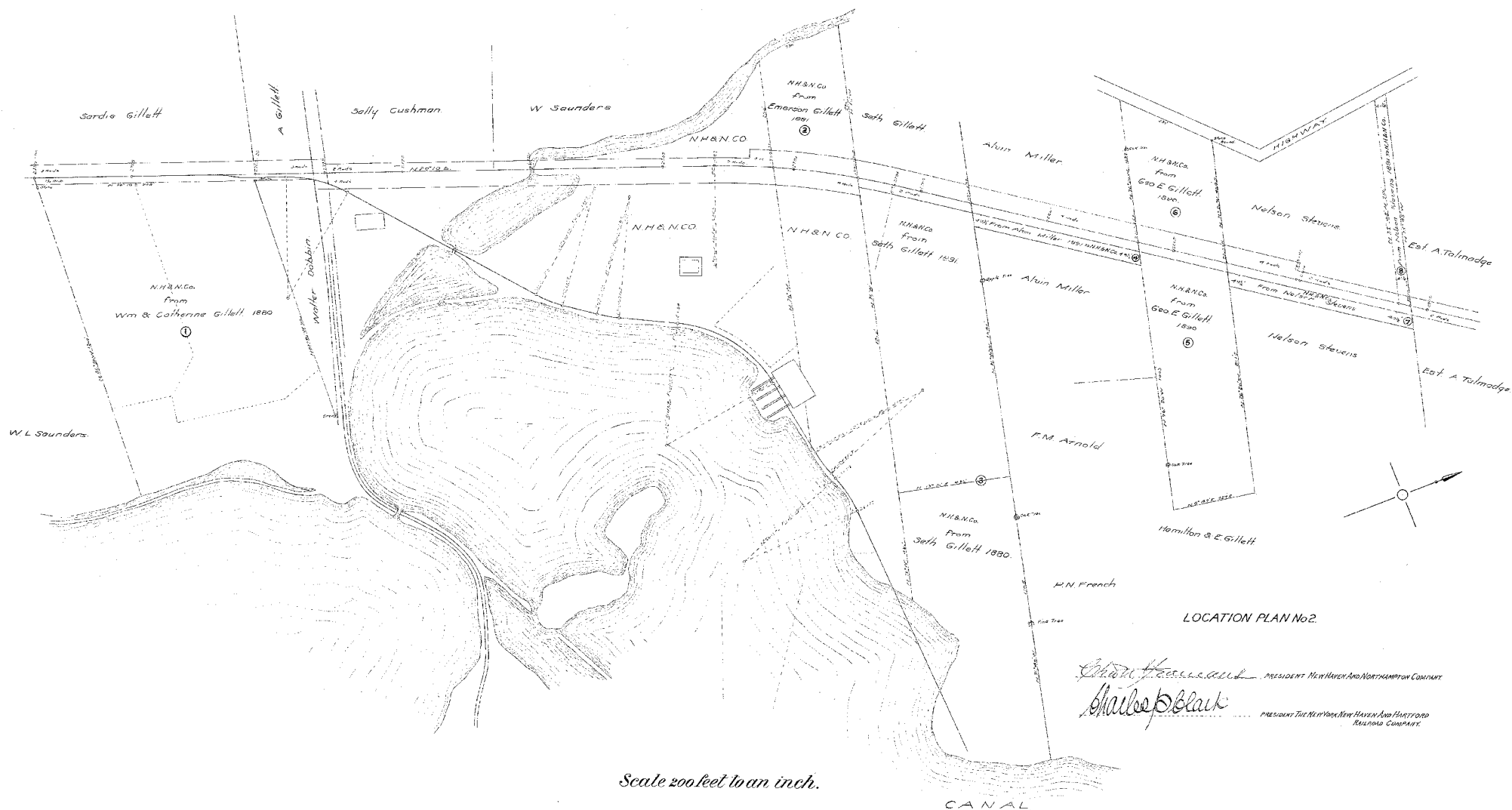
Saunders,W

Gillett,Emerson

Gillett,Seth



SOUTHWICK



Scale 200 feet to an inch.

CANAL

CHARLES H. HALLSALL, PRESIDENT NEW HAVEN AND NORTHAMPTON COMPANY  
CHARLES P. BLACK, PRESIDENT THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

New Haven & Northampton Co

### **Date Recorded    Sheet    Page**

2/3/1897            13            9

### **Towns located on Plan**

Southwick

### **Roads located on Plan**

**Stations**    2880+42-29

### **Landmarks located on Plan**

Rd to Powder Mills

### **Abutter Names located on Plan**

Rockwell, JW

Rockwell

Smith, John

Loomis, Moses

Cooney, MA

Lafin, Roland

Smith, John

Pine, E

NH & N Co

Malone, Jas

Gilbert, E

H & H RR Co

Brown, WR

Boyle, John







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New Haven & Northampton Co

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Southwick

### ***Roads located on Plan***

Hgy

***Stations***   2835-2885

### ***Landmarks located on Plan***

### ***Abutter Names located on Plan***

|               |               |
|---------------|---------------|
| French,NP     | Chapman,Eliza |
| Cavanagh,John | Rockwell,AL   |
| Latham,David  | Cooney,MA     |
| Mills,John    | Rockwell,JW   |
| Abell,CD      | Smith,John    |
| NH & N Co     | Cooney,MA     |
| Granger,A     |               |
| Abell,FE      |               |
| Abell,CD      |               |
| Foot,Thaddeus |               |
| Rockwell,U    |               |







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New Haven & Northampton Co

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Southwick

### ***Roads located on Plan***

Lewis Smith Rd

***Stations***   2970-3026

### ***Landmarks located on Plan***

### ***Abutter Names located on Plan***

Foot, Thadeus

Boyington, LA

NH & N Co

Smith, Lewis

Kellog, Alva

Kellog, Lorenzo

H & H RR Co

Sibley, Elijah

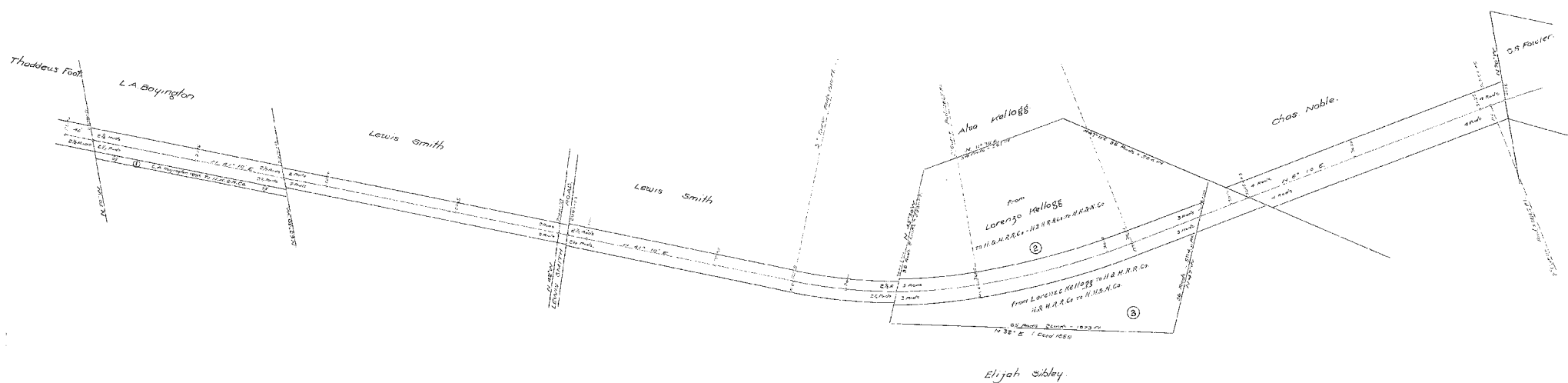
Noble, Chas

Fowler, SS







SOUTHWICK



LOCATION PLAN No 5.

*Scale 200 feet to an inch.*


 PRESIDENT NEW HAVEN AND HARTFORD COMPANY  

 PRESIDENT THE NEW YORK, NEW HAVEN AND HARTFORD  
 RAILROAD COMPANY.



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

New Haven & Northampton Co

### **Date Recorded      Sheet      Page**

2/3/1897                  13                  12

### **Towns located on Plan**

Southwick

Westfield

### **Roads located on Plan**

Bowker Rd

Old Bowker Rd

Discontinued

**Stations**      3020-3070

### **Landmarks located on Plan**

### **Abutter Names located on Plan**

Noble, Charles

Fowler, SS

H & H RR CO

NH & N Co

Bowker, J(est)

Loomis, Wm R

Smith, Henry

Fowler, Roland

Fowler, Ashbel

Fowler, Ashbel

Fowler, Tarus

Noble, Elwin

N H & N Co

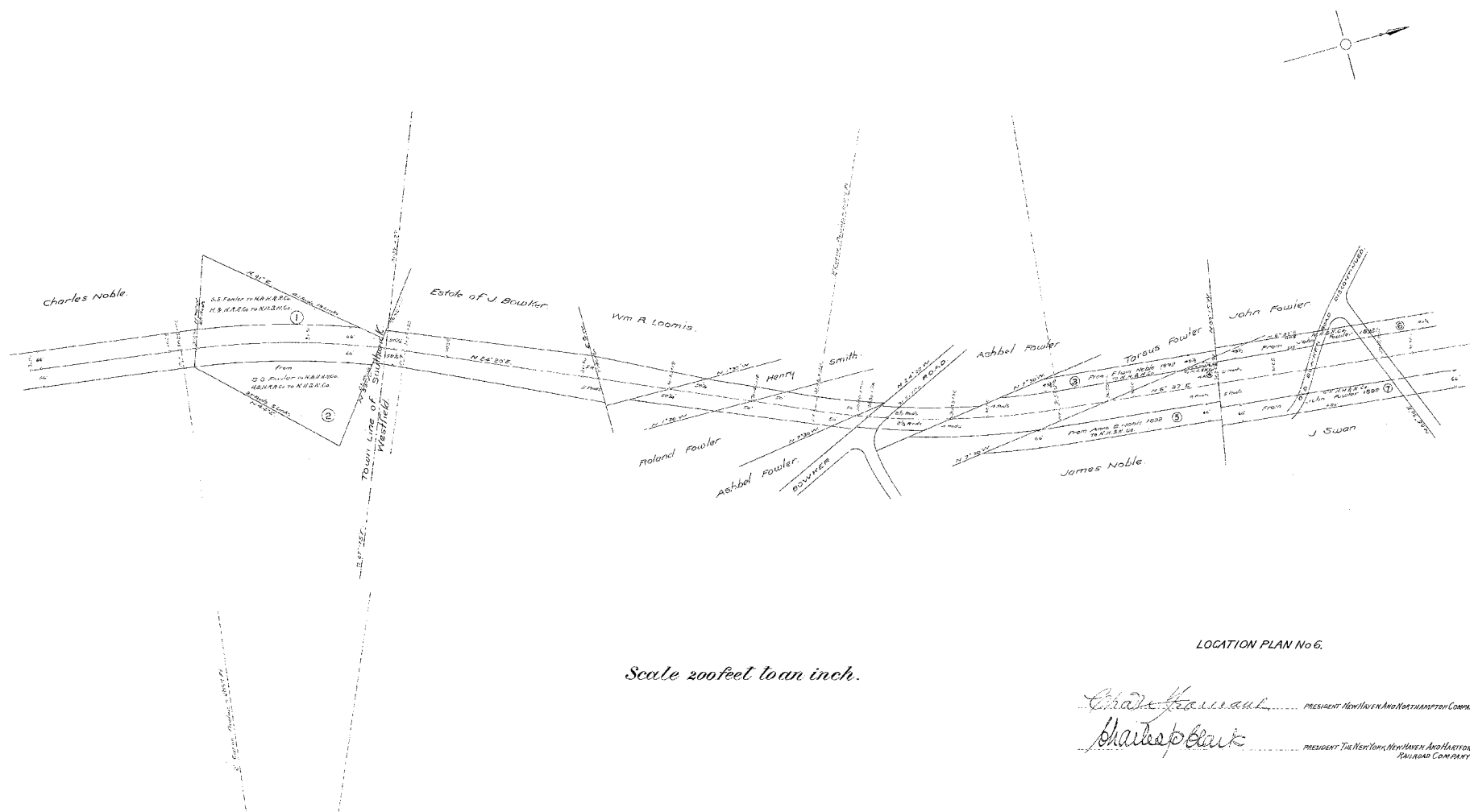
Noble, Anna B

Noble, James

Fowler, John

Swan, J





*Scale 200 feet to an inch.*

Charles F. Mansel ..... PRESIDENT NEW HAVEN AND HARTFORD COMPANY  
Charles F. Mansel ..... PRESIDENT THE NEW YORK, NEW HAVEN AND HARTFORD  
RAILROAD COMPANY.

*Chauncey B. Clark* PRESIDENT THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New Haven & Northampton Co

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

Old Bowker Rd

Discontinued

Ponders Hollow Rd

***Stations***   3065-3115

### ***Landmarks located on Plan***

Little River

### ***Abutter Names located on Plan***

Swan,J

Fowler,John

N H & N Co

Bliss,Franklin

Thayer,LF

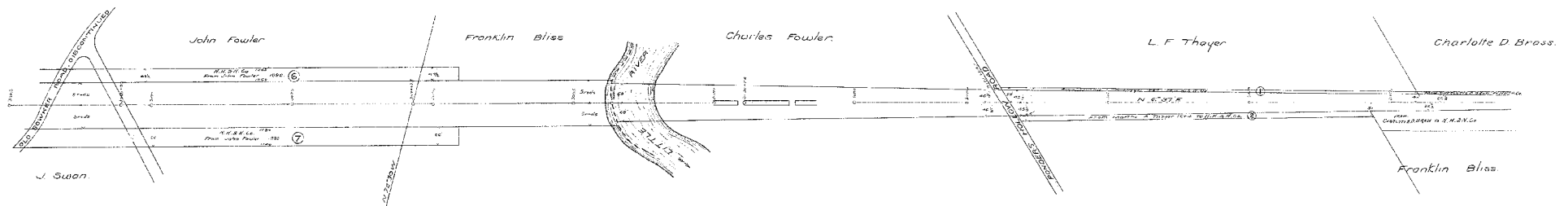
Thayer,Martha A

Brass,Charlotte D

Bliss,Franklin



# WESTFIELD



Scale 200 feet to an inch.

LOCATION PLAN No. 7.

*Charles F. Farnsworth* ..... PRESIDENT NEW HAVEN AND NORTHAMPTON COMPANY, CT.  
*Charles D. Bliss* ..... PRESIDENT THE NEW YORK, NEW HAVEN AND HARTFORD  
 & ALBANY RAILROAD COMPANY, CT.



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

New Haven & Northampton Co

### **Date Recorded      Sheet      Page**

2/3/1897                  13                  14

### **Towns located on Plan**

Westfield

### **Roads located on Plan**

South St

Main St

Thomas St

Chapel St

**Stations**      3115-3166

### **Landmarks located on Plan**

Feeder

Canal

### **Abutter Names located on Plan**

RR Co

Noble, James Jr

Brass, Charlotte D

N H & N Co

Thayer, LP

Pratt, JC

Brass, Charlotte D

Lewis, Thomas

Atwater, Francis H

NH & N Co

Taylor, S

Yeamans, CN

N Y N H & H RR Co

Gilbert, D

Bush, H

Martin, John

Farban, Chas

Murphy, P

H B Smith & Co

Waterman Est

Easton, Geo

Noble, Edwin

Loomis, H

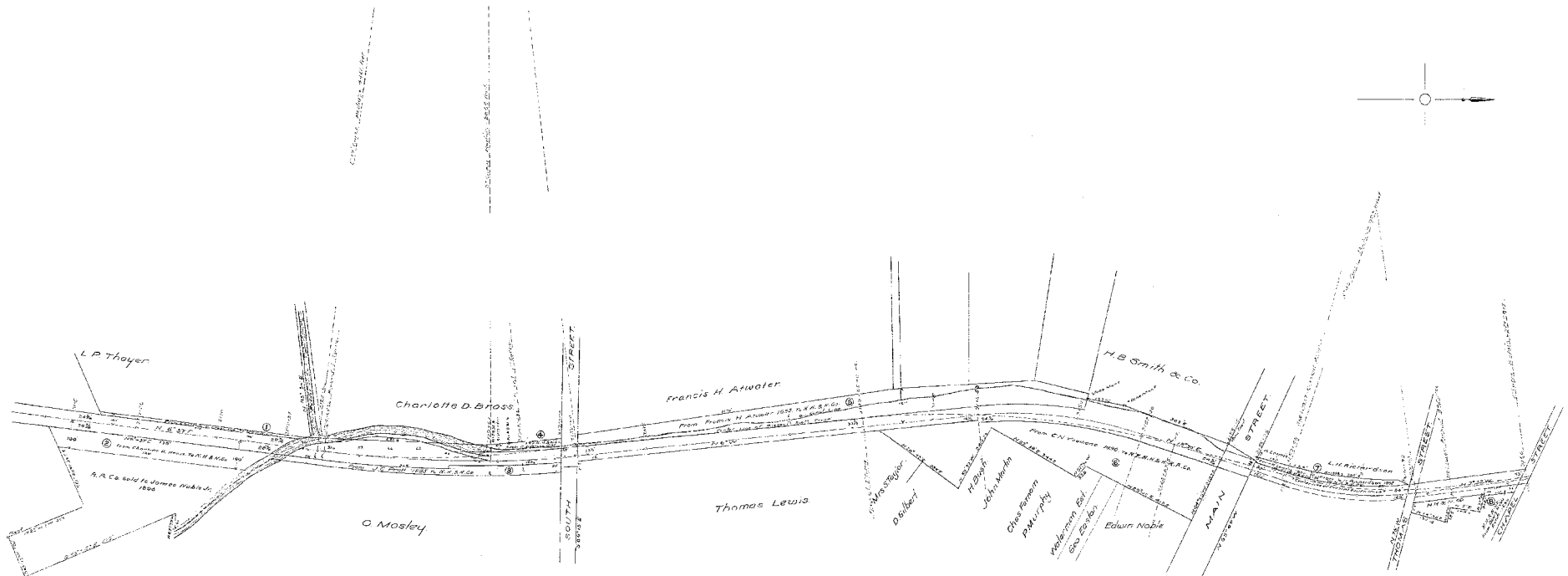
Richardson, LH

Noble, Davis (est)



# WESTFIELD

8



Scale 200 feet to an inch.

LOCATION PLAN No. 8.

*Charles F. Henshaw* ..... PRESIDENT NEW HAVEN AND HARTFORD COMPANY  
*Charles P. Clark* ..... PRESIDENT THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

New Haven & Northampton Co

### **Date Recorded**

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### **Towns located on Plan**

Westfield

### **Roads located on Plan**

North Elm St

Old Rd

Pochassic St

New Rd

Union St

Notre Dame St

### **Landmarks located on Plan**

Westfield River

North Rail of No Trk B & A RR

Depot

Sachketts Brook

### **Abutter Names located on Plan**

Westfield Gas Co

Brass,Jared S

Toomey,C

Yeamans,Lucy

Yeamans,Ira

Westfield Town

Western Railroad

N & H Canal Co

Clark,JS

Holyoke & Westfield RR

Leonard & Lyman

Yeamans,Ira Jr

Bosworth

New Haven &  
Northampton Co  
Adkins

Hampden County

N H & N Co

Yeamans,Ira Jr

Blood

Bush,Geo

Brass,AN

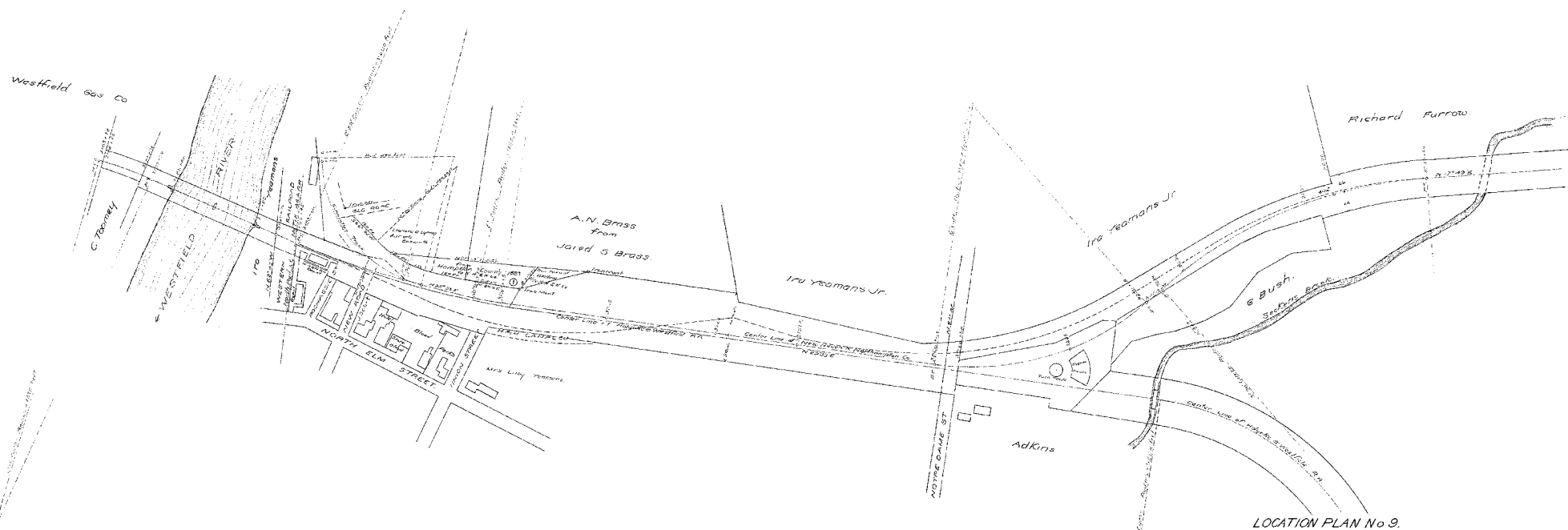
Furrow,Richard

### **Stations**

3185+72-32



# WESTFIELD



Scale 200 feet to an inch.

*Charles H. Adams* PRESIDENT NEW HAVEN AND NORTHAMPTON COMPANY  
*Charles P. Clark* PRESIDENT THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Hartford & Springfield Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Longmeadow

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Cover Sheet



# LOCATION

## OF THE

### HARTFORD AND SPRINGFIELD RAIL ROAD

## IN THE

### COUNTY OF HAMPDEN

## STATE OF MASSACHUSETTS

At a meeting of the Board of Directors of the  
Hartford and Springfield Rail Road Corporation  
(in Map) held in Springfield March 10<sup>th</sup> 1878.

The Engineer submitted this Map of the  
definite location of the Hartford & Springfield  
Rail Road (in Mass) in the County of Hampden  
from the North line of the State of Connecticut  
Massachusetts boundary  
to the Western Rail Road Depot in Springfield

Ordered. That said Map be signed by a  
majority of the Directors and countersigned  
by the Clerk and that the same be filed with  
the Commissioners of the County of Hampden  
as the location of the Hartford and Springfield  
Rail Road (in Map) in the County of Hampden

R. L. Morris Clerk

Charles W. Chapman

President

James S. Brooks

J. R. Driffing

Charles F. Pond

Directors

W. H. Black

Resident Engineer

R. L. Morris Clerk

Sept 28, 1878

Approved under the provisions of Chapter 131  
Act of 1875.

W. H. Black

Clerk of Bd of R.R. Commissioners

Hampden Is I Certify that the within Map  
was filed in the Clerk's office of the County  
Commissioners in said County on the 10<sup>th</sup> day of March 1878

W. H. Black  
Clerk of County

W. H. Black



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Hartford & Springfield Railroad

### **Date Recorded    Sheet    Page**

3/15/1845      14      2

### **Towns located on Plan**

Longmeadow

### **Roads located on Plan**

Rd

### **Stations**

### **Landmarks located on Plan**

Mass State Line

### **Abutter Names located on Plan**

Colton, Newton

Chilton, Otis

Colton, Lyman

Colton, Asahel

Burt, William

Bliss, Calvin

Colton, Alva

Colton, Elijah

Bliss, Gaius

Cooley

Simons, Wm

Colton, Asahel

Colton, Alva

Colton, Asahel

Cooms, Samuel S

Cooms, Abigail

Cooms, Samuel S

Colton, Warham

Cooley, John (heirs)

Simons, Loami

Bliss, Walter

Stebbins, Aaron

Keep, Samuel

Cooley, J (heirs)

Chandler, David

Colton, J







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Hartford & Springfield Railroad

### **Date Recorded    Sheet    Page**

3/15/1845            14            3

### **Towns located on Plan**

Longmeadow

### **Roads located on Plan**

Rd

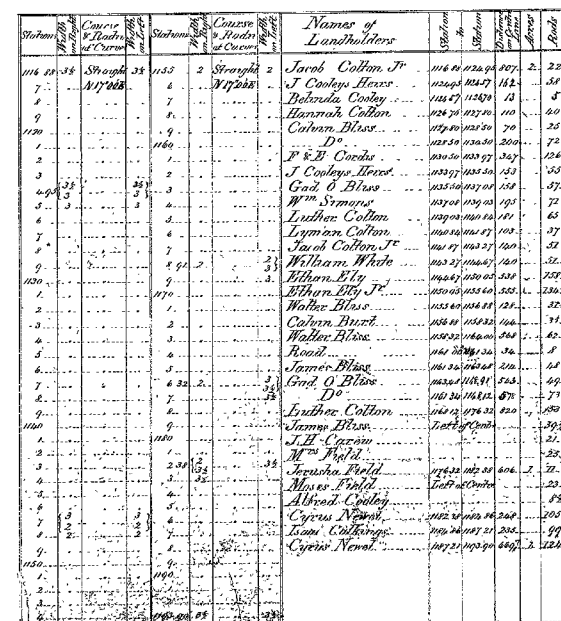
**Stations**    1116.88-11

### **Landmarks located on Plan**

### **Abutter Names located on Plan**

|                   |                  |                |
|-------------------|------------------|----------------|
| Colton, J Jr      | Colton, Jacob Jr | Carew, JH      |
| Cooley, J (heirs) | White, Wm        | Field          |
| Cooley, Belinda   | Ely, Ethan       | Field, Jerusha |
| Colton, Hannah    | Ely, Ethan Jr    | Field, Moses   |
| Bliss, Calvin     | Bliss, Walter    | Cooley, Alfred |
| Cordis, F & E     | Burt, Calvin     | Newel, Cyrus   |
| Cooley, J (Heirs) | Bliss, Walter    | Calkins, Isaac |
| Bliss, Gad O      | Bliss, James     | Newel, Cyrus   |
| Simons, Wm        | Bliss, Gad O     |                |
| Colton, Luther    | Colton, Luther   |                |
| Colton, Lyman     | Bliss, James     |                |







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Hartford & Springfield Railroad

### **Date Recorded    Sheet    Page**

3/15/1845            14            4

### **Towns located on Plan**

Longmeadow

Springfield

### **Roads located on Plan**

**Stations**    1193.90-12

### **Landmarks located on Plan**

Conn River

Agawam River

### **Abutter Names located on Plan**

Field, Moses            Pomeroy, Simeon

Colton, Diamond        Wood, Reuben

Walker                  Warner, W

Dwelly, JB                Hyde, David

Stearns, C                Blake, George

Lombard, Roderick       Wood, Simon

Smith, Betsy

Stearns, C

Chappel

Cooms, Emily

Lombard, Joseph









## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Hartford & Springfield Railroad

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|----------------------|--------------|-------------|
|----------------------|--------------|-------------|

|           |    |   |
|-----------|----|---|
| 3/15/1845 | 14 | 5 |
|-----------|----|---|

### **Towns located on Plan**

Springfield

### **Roads located on Plan**

|                  |                |
|------------------|----------------|
| Lower Landing Rd | State St       |
| William St       | Elm St         |
| Water St         | Pincheon St    |
| Wilcox           | Bridge St      |
| Union St         | Worthington St |
| Mechanics St     | Hampden St     |
| Howard St        |                |
| Bliss St         |                |

**Stations** 1278.98-13

### **Landmarks located on Plan**

Conn River  
West Springfield Line  
Mill River  
Cemetery  
CR Bridge

### **Abutter Names located on Plan**

|                   |                  |                     |                  |
|-------------------|------------------|---------------------|------------------|
| Lombard, Roderick | Adams, D         | Stearns, C          | Day, S           |
| Dagget, Moses     | Stearns, C       | Trask, E            | Bridge Co        |
| Lombard, Zelotus  | Adams, D         | John Cooley & Co    | Steele, J        |
| Smith & Wilcox    | Kibby & Stearns  | Russel, George      | Stone, A         |
| Bliss, Henry      | Kibby, L         | Bartlett, CA        | Whipple, J       |
| Lombard (Heirs)   | Bliss, Theodore  | Palmer Cooley & Co  | Boyington, WW    |
| Bliss, A          | Stearns, C       | Palmer, F           | Miller, Jacob    |
| Bliss, E          | Woodman, Henry   | Flagg, S            | Osgood, S        |
| Blake             | Moody            | Bartlett, CA        | Hooker, Josiah   |
| Chapman           | Chapin, CW       | Trask, E            | Reynolds, Samuel |
| Wilcox (heirs)    | Clark, L         | C Stearns & Others  | Hastings, G      |
| Curtis, J         | John Curtis & Co | Western Railroad Co |                  |







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Hartford & Springfield Railroad

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### **Towns located on Plan**

Springfield

### **Roads located on Plan**

Main St  
Bridge St  
Water St  
Hampden St  
St

**Stations**    1338-1355

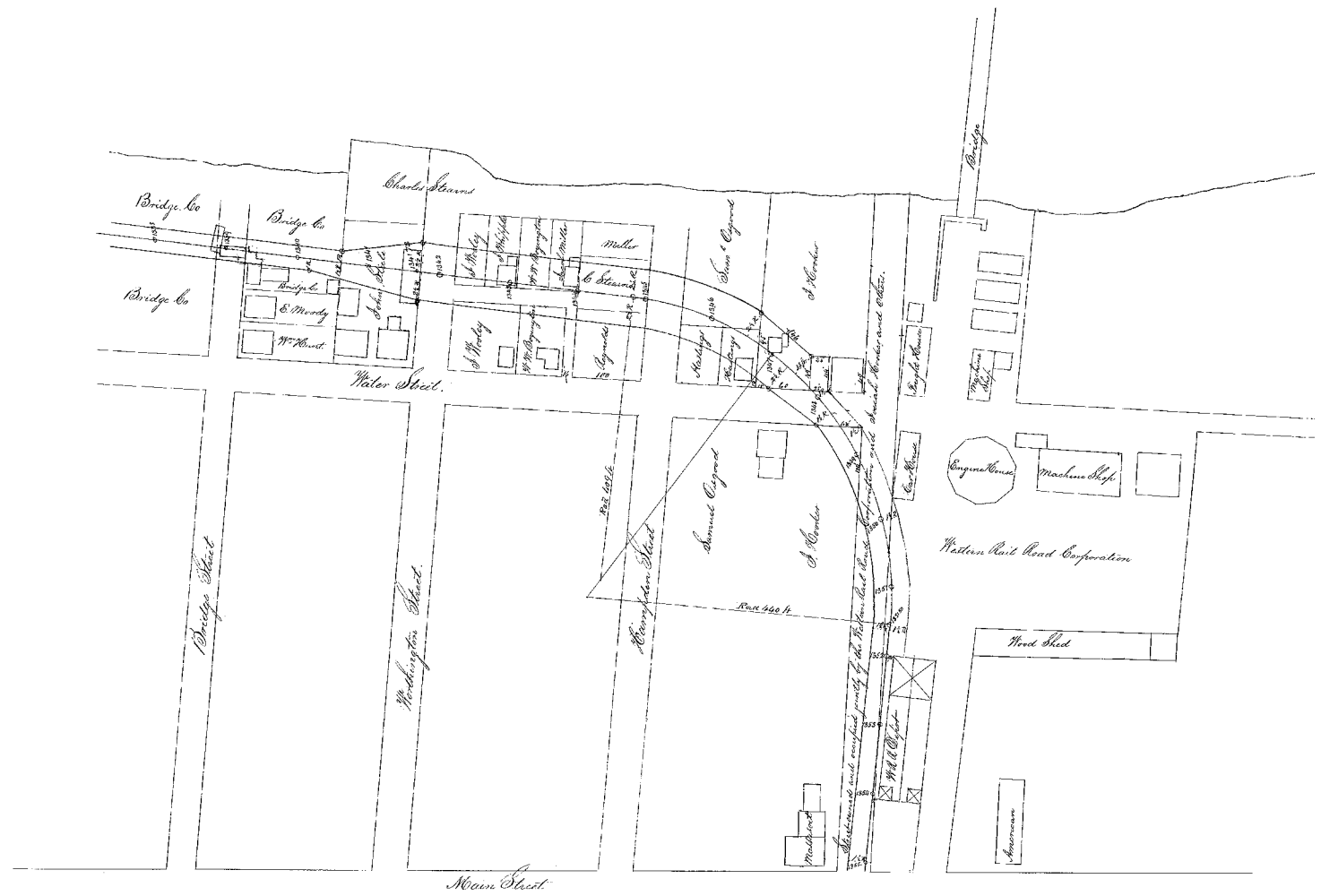
### **Landmarks located on Plan**

Bridge

### **Abutter Names located on Plan**

|                  |                        |
|------------------|------------------------|
| Bridge Co        | Miller                 |
| Hunt, Wm         | Osgood, Samuel         |
| Moody, E         | Hooker, J              |
| Steele, John     | Hastings               |
| Stearns, Charles | Osgood, Sam            |
| Wooley, J        | Hooker, J              |
| Whipple, J       | Western Railroad Co    |
| Boyington, WW    | Josiah Hooker & Others |
| Miller, Jacob    |                        |
| Reynolds         |                        |
| Stearns, C       |                        |







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New York,New Haven & Hartford Railroad Co

### ***DateRecorded***

8/19/1885

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### ***Towns located on Plan***

Longmeadow

### ***Roads located on Plan***

Hgy to Longmeadow

### ***Abutter Names located on Plan***

N Y N H & H RR

Kenney,Michael

Hampden Co Commisioners

### ***Landmarks located on Plan***

Longmeadow Station Ground

Description Page

Conn River

### ***Stations***

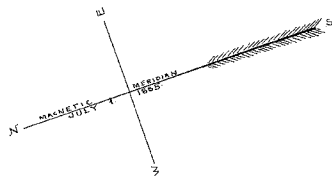
# MAP OF LONGMEADOW STATION GROUNDS N. Y. N. H. AND H. R. R.

SCALE 20 FT = 1 IN

## DESCRIPTION

OF ADDITIONAL LAND ACQUIRED APR. 1884

Beginning at a point where the southerly boundary of the highway to Longmeadow is intersected by the westerly boundary of the right of way of the Hartford & Springfield Railroad; thence running southerly along said westerly boundary of said right of way of said Railroad, a distance of 184.6 feet; thence easterly at right angles to abutment southerly boundary a distance of 161.5 feet; thence southerly until parallel to abutment southerly boundary a distance of 181.5 feet to a point on southerly boundary of abutment highway; thence westerly along southerly boundary of abutment highway a distance of 161.5 feet to point of beginning. The above described tract of land is shown red on the accompanying map, and is situated in the town of Longmeadow, County of Hampden, and State of Massachusetts.



LONGMEADOW

HIGHWAY

MICHAEL KENNEY

LAND AWARDED  
TO THE  
N. Y. N. H. AND H. R. R. CO.  
BY THE  
HAMPTON CO. COMMISSIONERS.  
APRIL 8 1884

NEW STATION

NEW PLATFORM

TO SPRINGFIELD  
MAGNETIC BEARING OF CENTER LINE OF RAILROAD N. 12 1/2° E.  
TO HARTFORD

BOUNDARY LINE OF N. Y. N. H. AND H. R. R. PROPERTY

Hampden, ss. I certify that the within map was filed in the Clerk's Office of the County Commissioners for said County, on the ninth month day of August, 1885.  
Robert O. Morris  
Clerk of County Commissioners.

Boston, Aug. 15, 1885.  
I certify that this record of location is prepared in conformity with the Rules prescribed by the Board of Railroad Commissioners under the provisions of Act 43, Chapter 112, Public Statutes.  
M. H. Croft, Chk. Bd. R.R. Com.

Edw. W. Nelson  
Edward W. Reed  
Wm. R. R. R.  
N. W. R. R.  
Charles P. Blaker  
August 1, 1885  
Wm. W. R. R.

DIRECTOR



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New York, New Haven & Hartford Railroad Co

### ***Date Recorded***

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### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

Elm St

### ***Abutter Names located on Plan***

Gas Light Co

Antoine, Joseph

Antonie, Paul (heirs)

Coffee, Daniel

### ***Stations***

### ***Landmarks located on Plan***

Depot Purposes





At a meeting of the Directors of the New York New Haven and Hartford Rail Road Company duly ordered, notified and held November 4th. 1873

It was Ordered, that this map be signed by a majority of the directors and countersigned by the Clerk and the same be filed with the County Commissioners of the County of Hampden as the location of that tract of land outside of the former location of said Railroad which said Railroad were authorized to take by the decree of the County Commissioners passed on the first Tuesday of October A.D. 1873 in pursuance of the prayer of the petition of said Railroad Company.

*Mrs. Bullock*  
*A. P. Russell*  
*William Russell*  
*Geo. H. Hill*

*Henry J. Robinson*  
*Chas. H. Bond*  
*E. H. Woodbridge*  
*Evan C. Bond*

Countersigned by  
*C. H. Sanford*  
County Clerk

OLD LOCATION THUS —  
LAND TAKEN THUS —

Hampden ss  
Filed in the office of the  
Clerk of the  
County Commissioners the  
25<sup>th</sup> day of November A.D. 1873

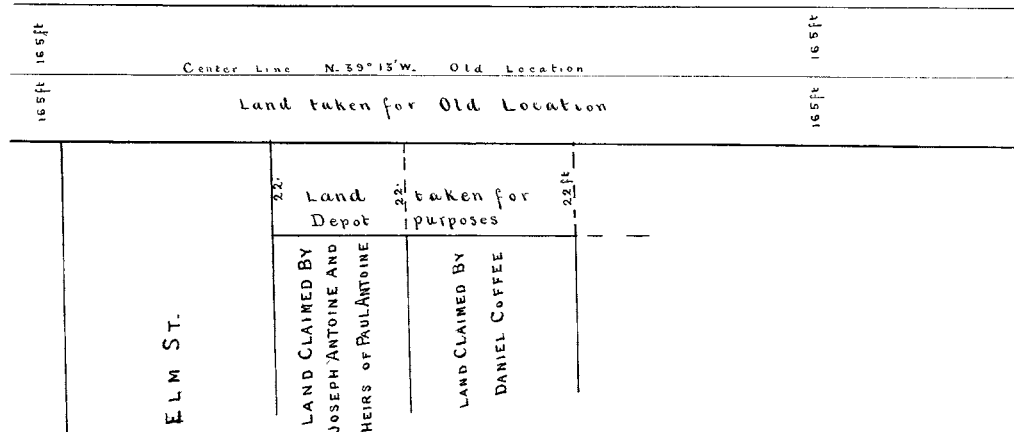
Robert O. Morris Clerk

# Plan of Land

TAKEN BY THE  
NEW YORK NEW HAVEN AND HARTFORD  
RAIL ROAD COMPANY

FOR DEPOT PURPOSES

SPRINGFIELD MASS.  
SCALE 20 FEET PER INCH





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

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### ***Towns located on Plan***

East Longmeadow

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Cover Sheet



LOCATION OF LAND  
IN THE TOWN OF EAST LONGMEADOW  
IN THE COUNTY OF HAMPDEN

BY THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY

UNDER THE GENERAL RAILROAD LAWS OF MASSACHUSETTS

*Commonwealth of Massachusetts  
Hampden, ss.  
Filed April 13, 1928  
Attest:*

*Charles M. Callahan clerk*

*as to form  
W. J. Keefe*

BOSTON September 20, 1927.  
I HEREBY CERTIFY UNDER THE PROVISIONS OF CHAPTER 160 OF  
THE GENERAL LAWS OF MASSACHUSETTS THAT THIS RECORD  
OF LOCATION AND PLAN HAS BEEN PREPARED IN CONFORMITY  
WITH THE RULES PRESCRIBED BY THE DEPARTMENT OF  
PUBLIC UTILITIES.

*Andrew A. Highlands,  
SECRETARY.*



## HAMPDEN COUNTY RAILROAD PROJECT

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### *Towns located on Plan*

East Longmeadow

### *Roads located on Plan*

### *Abutter Names located on Plan*

### *Stations*

### *Landmarks located on Plan*

Description Page



## VOTE

AT A MEETING OF THE DIRECTORS OF THE NEW YORK NEW HAVEN AND HARTFORD RAILROAD COMPANY HELD IN NEW YORK ON THE 13TH DAY OF SEPT. 1927 THE PRESIDENT PRESENTED TO THE BOARD THE FOLLOWING LOCATION UPON AND TAKING OF LAND BY THE COMPANY FOR RAILROAD PURPOSES IN THE TOWN OF EAST LONGMEADOW, MASSACHUSETTS TOGETHER WITH THE ACCOMPANYING PLAN AND AFTER EXAMINATION THEREOF IT WAS VOTED: THAT THIS COMPANY ADOPT SAID LOCATION THAT THE SAME BE CERTIFIED BY THE PRESIDENT THAT THE ACCOMPANYING PLAN BE AUTHENTICATED BY SIGNATURE OF THE PRESIDENT AND THAT SAID LOCATION AND THE ACCOMPANYING PLAN BE FILED WITH THE REGISTER OF DEEDS OF THE COUNTY OF HAMPDEN MASSACHUSETTS.

A TRUE COPY.  
ATTEST:

*Robert L. Clark*  
SECRETARY

## PREAMBLE

WHEREAS THE NEW YORK NEW HAVEN AND HARTFORD RAILROAD COMPANY UPON THE 10TH DAY OF MARCH 1927, UNDER THE PROVISIONS OF THE GENERAL RAILROAD LAWS OF MASSACHUSETTS FILED ITS PETITION WITH THE DEPARTMENT OF PUBLIC UTILITIES OF MASSACHUSETTS, ASKING THEM TO PRESCRIBE THE LIMITS WITHIN WHICH IT MIGHT TAKE LAND IN THE TOWN OF EAST LONGMEADOW SUPPOSED TO BELONG TO A. E. BUCKLER, DWIGHT S. BARTLETT, E. T. DICKINSON, CHARLES B. BLACKMAN ET AL. THE LORING REALTY TRUST, AUSTIN C. WIGGLESWORTH, PHEBE K. PURVES, SARAH MURRAY, DAVID W. DOANE, ALBERT E. SMITH AND OWNERS UNKNOWN FOR DEPOT OR STATION PURPOSES AND FOR ONE OR MORE NEW TRACKS ADJACENT TO ITS OTHER LAND OCCUPIED BY TRACKS ALREADY IN USE WITHOUT THE LIMITS OF THE RAILROAD IN THE TOWN OF EAST LONGMEADOW MASSACHUSETTS AND

WHEREAS: ON THE 26TH DAY OF JULY, SAID DEPARTMENT MADE A DECREE PRESCRIBING THE LIMITS WITHIN WHICH IT MIGHT TAKE SAID LAND AND RIGHTS IN LAND FOR SUCH PURPOSES AS APPEARS BY THE PETITION AND DECREE THEREON.

NOW THEREFORE THE NEW YORK NEW HAVEN AND HARTFORD RAILROAD COMPANY UNDER THE PROVISIONS OF THE GENERAL RAILROAD LAWS OF MASSACHUSETTS, AND UNDER AND BY VIRTUE OF ANY OTHER STATUTES OR POWERS THERETO ENABLING, HEREBY LOCATES UPON AND TAKES THE LANDS AND RIGHTS IN LAND SET FORTH IN THE FOLLOWING DESCRIPTION AND AS SHOWN ON THE ACCOMPANYING PLAN.

## WRITTEN DESCRIPTION

THE LANDS AND RIGHTS IN LANDS TAKEN AND COVERED BY THIS LOCATION ARE BOUNDED AND DESCRIBED AS FOLLOWS:

PARCEL NO. 1 - BEGINNING AT A POINT IN THE SOUTHERLY SIDE LINE OF THE STATE HIGHWAY AT A POINT IN THE EASTERLY RIGHT OF WAY LINE OF THE NEW YORK NEW HAVEN AND HARTFORD RAILROAD COMPANY DISTANT THIRTY THREE (33) FEET NORTHEASTERLY AT RIGHT ANGLES FROM STATION 270+55.53 OF THE MONUMENTED CENTER LINE OF THE RAILROAD OF SAID RAILROAD COMPANY;

THENCE SOUTH 82° 56' 45" EAST ALONG SAID HIGHWAY ONE HUNDRED FIFTY AND FIFTY FOUR HUNDREDTHS (150.54) FEET;

THENCE SOUTH 76° 55' 25" EAST STILL ALONG SAID HIGHWAY SEVENTY ONE AND SEVEN HUNDREDTHS (71.07) FEET;

THENCE SOUTH 73° 22' 15" EAST ONE HUNDRED NINETY FOUR AND SEVENTY EIGHT HUNDREDTHS (194.78) FEET TO LAND OF SAID RAILROAD COMPANY;

THENCE NORTH 48° 57' 15" WEST BY LAND OF SAID RAILROAD COMPANY THREE HUNDRED THIRTY THREE AND SIXTY SIX HUNDREDTHS (333.66) FEET TO THE POINT OR PLACE OF BEGINNING;

CONTAINING FORTY NINE HUNDREDTHS (.49) ACRES MORE OR LESS; SAID LAND IS SUPPOSED TO BELONG TO A. E. BUCKLER.

PARCEL NO. 2 - BEGINNING AT A POINT IN THE NORTHEASTERLY RIGHT OF WAY LINE OF THE RAILROAD OF SAID RAILROAD COMPANY DISTANT THIRTY THREE (33) FEET NORTHEASTERLY AT RIGHT ANGLES FROM STATION 273+69.29 OF THE MONUMENTED CENTER LINE OF THE RAILROAD OF SAID RAILROAD COMPANY;

THENCE NORTH 7° 22' 15" WEST ONE HUNDRED NINETY FOUR AND SEVENTY EIGHT HUNDREDTHS (194.78) FEET TO THE SOUTHERLY SIDE LINE OF SAID HIGHWAY;

THENCE SOUTH 76° 56' 25" EAST ALONG SAID STATE HIGHWAY TEN AND FOUR TENTHS (10.4) FEET;

THENCE SOUTH 7° 22' 15" EAST TWO HUNDRED TWO AND NINETY FOUR HUNDREDTHS (202.94) FEET TO LAND OF SAID RAILROAD COMPANY;

THENCE NORTH 46° 57' 15" WEST BY LAND OF SAID RAILROAD COMPANY FIFTEEN AND THREE TENTHS (15.3) FEET TO THE POINT OR PLACE OF BEGINNING;

CONTAINING FIVE HUNDREDTHS (.05) ACRES MORE OR LESS; SAID LAND BELONGS TO OWNERS UNKNOWN.

PARCEL NO. 3 - BEGINNING AT A POINT IN THE NORTHEASTERLY RIGHT OF WAY LINE OF THE RAILROAD OF SAID RAILROAD COMPANY DISTANT THIRTY THREE (33) FEET NORTHEASTERLY AT RIGHT ANGLES FROM STATION 273+84.59 OF THE MONUMENTED CENTER LINE OF THE RAILROAD OF SAID RAILROAD COMPANY;

THENCE NORTH 7° 22' 15" WEST TWO HUNDRED TWO AND NINETY FOUR HUNDREDTHS (202.94) FEET TO THE SOUTHERLY SIDE LINE OF THE STATE HIGHWAY;

THENCE SOUTH 76° 56' 25" EAST ALONG SAID STATE HIGHWAY



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### *Towns located on Plan*

East Longmeadow

### *Roads located on Plan*

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THREE HUNDRED FORTY ONE AND FIVE TENTHS (341.5) FEET;  
THENCE SOUTH 46°57'15" EAST FOUR HUNDRED FORTY AND  
TWENTY FOUR HUNDREDTHS (440.24) FEET;  
THENCE SOUTH 1°17'15" EAST FOUR HUNDRED NINETEEN AND  
THIRTY EIGHT HUNDREDTHS (419.38) FEET TO LAND OF SAID RAILROAD  
COMPANY;

THENCE NORTH 46°57'15" WEST BY SAID RAILROAD COMPANY  
EIGHT HUNDRED SEVENTY TWO AND SIXTY SEVEN HUNDREDTHS  
872.67 FEET TO THE POINT OR PLACE OF BEGINNING;  
CONTAINING FIVE AND TWENTY SEVEN HUNDREDTHS (5.27)  
ACRES MORE OR LESS; SAID LAND IS SUPPOSED TO BELONG TO  
DWIGHT S. BARTLETT.

PARCEL NO. 4 - BEGINNING AT A POINT THREE HUNDRED  
THIRTY THREE (333) FEET NORTHEASTERLY AT RIGHT ANGLES FROM  
STATION 279+64.21 OF THE MONUMENTED CENTER LINE OF THE  
RAILROAD OF SAID RAILROAD COMPANY;

THENCE SOUTH 46°57'15" EAST TWO HUNDRED SIXTY AND  
THIRTY THREE HUNDREDTHS (260.33) FEET;

THENCE SOUTH 19°12'45" WEST FOUR AND NINETY ONE  
HUNDREDTHS (4.91) FEET;

THENCE SOUTH 68°12'45" WEST ONE HUNDRED NINETY SEVEN  
(197) FEET;

THENCE NORTH 1°17'15" WEST TWO HUNDRED FIFTY FIVE AND  
FIFTY ONE HUNDREDTHS (255.51) FEET TO THE POINT OR PLACE OF  
BEGINNING;

CONTAINING FIFTY FIVE HUNDREDTHS (.55) ACRES MORE OR LESS;  
SAID LAND IS SUPPOSED TO BELONG TO G.S. AND E.T. DICKINSON.

PARCEL NO. 5 - BEGINNING AT A POINT IN THE NORTHEASTERLY  
RIGHT OF WAY LINE OF THE RAILROAD OF SAID RAILROAD COMPANY  
DISTANT THIRTY THREE (33) FEET NORTHEASTERLY AT RIGHT ANGLES  
FROM STATION 282+57.26 OF THE MONUMENTED CENTER LINE OF THE  
RAILROAD OF SAID RAILROAD COMPANY;

THENCE NORTH 1°17'15" WEST ONE HUNDRED SIXTY THREE AND  
EIGHTY SEVEN HUNDREDTHS (163.82) FEET;

THENCE NORTH 68°12'45" EAST ONE HUNDRED NINETY SEVEN  
(197) FEET;

THENCE NORTH 19°12'45" EAST FOUR AND NINETY ONE  
HUNDREDTHS (4.91) FEET;

THENCE SOUTH 46°57'15" EAST ONE HUNDRED TEN AND NINETY  
FIVE HUNDREDTHS (110.95) FEET TO A POINT OF CURVE;

THENCE ON A CURVE TO THE RIGHT HAVING A RADIUS OF  
THREE THOUSAND ONE HUNDRED NINETY SEVEN AND NINETY THREE  
HUNDREDTHS (3,197.93) FEET A DISTANCE OF TWO HUNDRED FIFTY SIX  
AND EIGHT TENTHS (256.8) FEET;

THENCE SOUTH 69°00'40" WEST ONE HUNDRED SIXTEEN AND  
FIVE TENTHS (116.5) FEET;

THENCE SOUTH 88°58'24" WEST TWO HUNDRED SIXTY SIX  
AND NINETY TWO HUNDREDTHS (266.92) FEET TO LAND OF SAID RAILROAD

COMPANY;

THENCE ON A CURVE TO THE LEFT HAVING A RADIUS OF TWO  
THOUSAND EIGHT HUNDRED NINETY SEVEN AND NINETY THREE HUNDREDTHS  
2,897.93 FEET A DISTANCE OF FOURTEEN AND FIFTY THREE HUNDREDTHS  
(14.53) FEET BY LAND OF SAID RAILROAD COMPANY TO A POINT OF  
TANGENT;

THENCE NORTH 46°57'15" WEST BY LAND OF SAID RAILROAD COMPANY  
SEVENTY EIGHT AND TWENTY EIGHT HUNDREDTHS (78.28) FEET TO THE  
POINT OR PLACE OF BEGINNING;

CONTAINING TWO AND SIX HUNDREDTHS (2.06) ACRES MORE OR LESS  
SAID LAND IS SUPPOSED TO BELONG TO CHARLES B. BLACKMAN ET AL.

PARCEL NO. 6 - BEGINNING AT A POINT IN THE NORTHEASTERLY  
RIGHT OF WAY LINE OF LAND OF SAID RAILROAD COMPANY DISTANT  
THIRTY THREE (33) FEET NORTHEASTERLY MEASURED RADIIALLY FROM  
STATION 283+50.07 OF THE MONUMENTED CENTER LINE OF THE RAILROAD  
OF SAID RAILROAD COMPANY;

THENCE NORTH-88°58'24" EAST TWO HUNDRED SIXTY SIX AND  
NINETY TWO HUNDREDTHS (266.92) FEET;

THENCE SOUTH 9°09'20" EAST THREE HUNDRED SIXTY ONE AND  
EIGHTY SIX HUNDREDTHS (361.86) FEET TO LAND OF SAID RAILROAD  
COMPANY;

THENCE NORTH 40°51'20" WEST BY LAND OF SAID RAILROAD  
COMPANY ONE HUNDRED EIGHTY FIVE AND THIRTY ONE HUNDREDTHS  
(185.31) FEET TO A POINT OF CURVE;

THENCE ON A CURVE TO THE LEFT HAVING A RADIUS OF TWO  
THOUSAND EIGHT HUNDRED NINETY SEVEN AND NINETY THREE HUNDREDTHS  
2,897.93 FEET STILL ALONG LAND OF SAID RAILROAD COMPANY TWO  
HUNDRED NINETY FOUR AND FORTY ONE HUNDREDTHS (294.41) FEET TO  
THE POINT OR PLACE OF BEGINNING;

CONTAINING ONE AND SIX HUNDREDTHS (1.06) ACRES MORE OR  
LESS; SAID LAND IS SUPPOSED TO BELONG TO DWIGHT S. BARTLETT.

PARCEL NO. 7 - BEGINNING AT A POINT IN THE NORTHEASTERLY  
RIGHT OF WAY LINE OF THE LAND OF SAID RAILROAD COMPANY DISTANT  
THIRTY THREE (33) FEET NORTHEASTERLY AT RIGHT ANGLES FROM  
STATION 288+25.79 OF SAID MONUMENTED CENTER LINE;

THENCE NORTH 9°09'20" WEST THREE HUNDRED SIXTY ONE AND  
EIGHTY SIX HUNDREDTHS (361.86) FEET;

THENCE NORTH 69°00'40" EAST ONE HUNDRED SIXTEEN AND FIVE  
TENTHS (116.5) FEET;

THENCE SOUTHEASTERLY IN A CURVED LINE HAVING A RADIUS  
OF THREE THOUSAND ONE HUNDRED NINETY SEVEN AND NINETY THREE  
HUNDREDTHS 3,197.93 FEET A DISTANCE OF EIGHTYTHREE AND FIFTY  
EIGHT HUNDREDTHS (83.58) FEET TO A POINT OF TANGENT;

THENCE SOUTH 40°51'20" EAST FOUR AND FORTY EIGHT  
HUNDREDTHS (4.48) FEET;

THENCE SOUTH 20°07'20" EAST SIXTY SEVEN AND EIGHTY SEVEN  
HUNDREDTHS (67.87) FEET;

THENCE NORTH 69°52'40" EAST TWENTY TWO AND FORTY

TWO HUNDREDTHS (22.42) FEET;

THENCE SOUTH 20°07'20" EAST ONE HUNDRED (100) FEET;  
THENCE NORTH 69°52'40" EAST FORTY ONE AND TWELVE  
HUNDREDTHS (41.12) FEET;

THENCE SOUTH 40°51'20" EAST THREE HUNDRED TWENTY FOUR  
AND SIXTY SIX HUNDREDTHS (324.66) FEET;

THENCE SOUTH 81°24'40" WEST THREE HUNDRED FIFTY FOUR AND  
SEVENTY NINE HUNDREDTHS (354.79) FEET TO LAND OF SAID RAILROAD  
COMPANY;

THENCE NORTH 40°51'20" WEST BY LAND OF SAID RAILROAD  
COMPANY ONE HUNDRED THIRTY THREE AND NINE TENTHS (133.9) FEET  
TO THE POINT OR PLACE OF BEGINNING;

CONTAINING TWO AND NINETY TWO HUNDREDTHS (2.92) ACRES  
MORE OR LESS; SAID LAND IS SUPPOSED TO BELONG TO THE LORING  
REALTY TRUST.

PARCEL NO. 8 - BEGINNING AT A POINT THREE HUNDRED THIRTY  
THREE (333) FEET NORTHEASTERLY AT RIGHT ANGLES FROM STATION  
286+44.96 OF THE MONUMENTED CENTER LINE OF THE RAILROAD OF  
SAID RAILROAD COMPANY;

THENCE SOUTH 40°51'20" EAST NINETEEN AND TEN HUNDREDTHS  
(19.10) FEET;

THENCE SOUTH 69°52'40" WEST SIX AND SEVENTY SIX HUNDREDTHS  
(6.76) FEET;

THENCE NORTH 20°07'20" WEST SEVENTEEN AND EIGHTY SEVEN  
HUNDREDTHS (17.87) FEET TO THE POINT OR PLACE OF BEGINNING;

CONTAINING SIXTY (60) SQUARE FEET MORE OR LESS; SAID LAND IS  
SUPPOSED TO BELONG TO AUSTIN C. WIGGLESWORTH.

PARCEL NO. 9 - BEGINNING AT A POINT THREE HUNDRED THIRTY  
THREE (333) FEET NORTHEASTERLY AT RIGHT ANGLES FROM STATION 286+  
64.06 OF THE MONUMENTED CENTER LINE OF THE RAILROAD OF SAID  
RAILROAD COMPANY;

THENCE SOUTH 40°51'20" EAST FIFTY THREE AND FORTY SIX  
HUNDREDTHS (53.46) FEET;

THENCE SOUTH 69°52'40" WEST TWENTY FIVE AND SIXTY NINE  
HUNDREDTHS (25.69) FEET;

THENCE NORTH 20°07'20" WEST FIFTY 50 FEET;

THENCE NORTH 69°52'40" EAST SIX AND SEVENTY SIX HUNDREDTHS  
(6.76) FEET TO THE POINT OR PLACE OF BEGINNING;

CONTAINING SEVEN HUNDRED FORTY FIVE (745) SQUARE FEET MORE  
OR LESS; SAID LAND IS SUPPOSED TO BELONG TO PHEBE K. PURVES.

PARCEL NO. 10 - BEGINNING AT A POINT THREE HUNDRED THIRTY  
THREE (333) FEET NORTHEASTERLY AT RIGHT ANGLES FROM STATION  
287+17.52 OF THE MONUMENTED CENTER LINE OF THE RAILROAD OF SAID  
RAILROAD COMPANY;

THENCE SOUTH 40°51'20" EAST ONE HUNDRED SIX AND NINETY TWO  
HUNDREDTHS (106.92) FEET;

THENCE SOUTH 69°52'40" WEST FORTY ONE AND TWELVE  
HUNDREDTHS (41.12) FEET;



## HAMPDEN COUNTY RAILROAD PROJECT

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New York, New Haven & Hartford Railroad Co

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### *Towns located on Plan*

East Longmeadow

### *Roads located on Plan*

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THENCE NORTH 20°07'20" WEST ONE HUNDRED (100) FEET;  
 THENCE NORTH 69°52'40" EAST THREE AND TWENTY SEVEN  
 HUNDREDTHS (3.27) FEET TO THE POINT OR PLACE OF BEGINNING;  
 CONTAINING FORTY SIX THOUSANDTHS (.046) ACRES MORE OR LESS;  
 SAID LAND IS SUPPOSED TO BELONG TO SARAH MURRAY.

PARCEL NO. 11 - BEGINNING AT A POINT IN THE NORTHEASTERLY  
 RIGHT OF WAY LINE OF SAID RAILROAD COMPANY DISTANT THIRTY THREE  
 (33) FEET NORTHEASTERLY AT RIGHT ANGLES FROM STATION 289+59.69  
 OF THE MONUMENTED CENTER LINE OF THE RAILROAD OF SAID RAILROAD  
 COMPANY;

THENCE NORTH 81°24'40" EAST THREE HUNDRED FIFTY FOUR  
 AND SEVENTY NINE HUNDREDTHS (354.79) FEET;

THENCE SOUTH 40°51'20" EAST SIX HUNDRED EIGHTY NINE AND  
 TWENTY SIX HUNDREDTHS (689.26) FEET;

THENCE SOUTH 75°32'40" WEST THREE HUNDRED THIRTY FOUR AND  
 NINETY THREE HUNDREDTHS (334.93) FEET TO LAND OF SAID RAILROAD  
 COMPANY;

THENCE NORTH 40°51'20" WEST BY LAND OF SAID RAILROAD  
 COMPANY SEVEN HUNDRED TWENTY NINE AND SEVENTY FIVE HUNDREDTHS  
 (729.75) FEET TO THE POINT OR PLACE OF BEGINNING;

CONTAINING FOUR AND EIGHTY NINE HUNDREDTHS (4.89) ACRES  
 MORE OR LESS; SAID LAND IS SUPPOSED TO BELONG TO THE HEIRS OF  
 DAVID W. DOANE.

PARCEL NO. 12 - BEGINNING AT A POINT IN THE NORTHEASTERLY  
 RIGHT OF WAY LINE OF THE LAND OF SAID RAILROAD COMPANY DISTANT  
 THIRTY THREE (33) FEET NORTHEASTERLY AT RIGHT ANGLES FROM STATION  
 286+89.45 OF THE MONUMENTED CENTER LINE OF THE RAILROAD OF SAID  
 RAILROAD COMPANY;

THENCE NORTH 75°32'40" EAST THREE HUNDRED THIRTY FOUR AND  
 NINETY THREE HUNDREDTHS (334.93) FEET;

THENCE SOUTH 40°51'20" EAST SEVEN HUNDRED THIRTY AND SEVEN  
 TENTHS (730.7) FEET TO WESTWOOD AVENUE;

THENCE SOUTH 83°59'40" WEST BY WESTWOOD AVE. THREE HUNDRED  
 TWENTY TWO AND TWENTY THREE HUNDREDTHS (322.23) FEET TO A POINT  
 OF CURVE;

THENCE ON A CURVE TO THE LEFT HAVING A RADIUS OF FIVE  
 HUNDRED NINETY ONE AND SEVENTY ONE HUNDREDTHS (591.71) FEET STILL  
 ALONG WESTWOOD AVENUE FORTY TWO AND FIVE TENTHS (42.5) FEET TO  
 LAND OF SAID RAILROAD COMPANY;

THENCE NORTH 40°51'20" WEST BY LAND OF SAID RAILROAD  
 COMPANY SIX HUNDRED SEVENTY TWO AND TWENTY ONE HUNDREDTHS (672.21)  
 FEET TO THE POINT OR PLACE OF BEGINNING;

CONTAINING FOUR AND EIGHTY THREE HUNDREDTHS (4.83) ACRES  
 MORE OR LESS; SAID LAND IS SUPPOSED TO BELONG TO ALBERT E. SMITH.

I HEREBY CERTIFY THE FOREGOING TO BE THE  
 LOCATION OF THE NEW YORK NEW HAVEN AND  
 HARTFORD RAILROAD COMPANY UPON AND TAKING OF  
 LAND FOR RAILROAD PURPOSES AS DIRECTED BY VOTE OF  
 THE DIRECTORS PASSED ON THE 13TH DAY OF SEPT  
 1927

*E. Pearson*

PRESIDENT, THE NEW YORK NEW HAVEN AND HARTFORD RAILROAD COMPANY



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New York, New Haven & Hartford Railroad Co

### ***Date Recorded***

4/13/1928

### ***Sheet***

14A

### ***Page***

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### ***Towns located on Plan***

East Longmeadow

### ***Roads located on Plan***

State Hgy

### ***Abutter Names located on Plan***

Buckler, AE

Unknown

Bartlett, Dwight S

Dickinson, GS

Dickinson, ET

### ***Stations***

### ***Landmarks located on Plan***

(Rte 83)

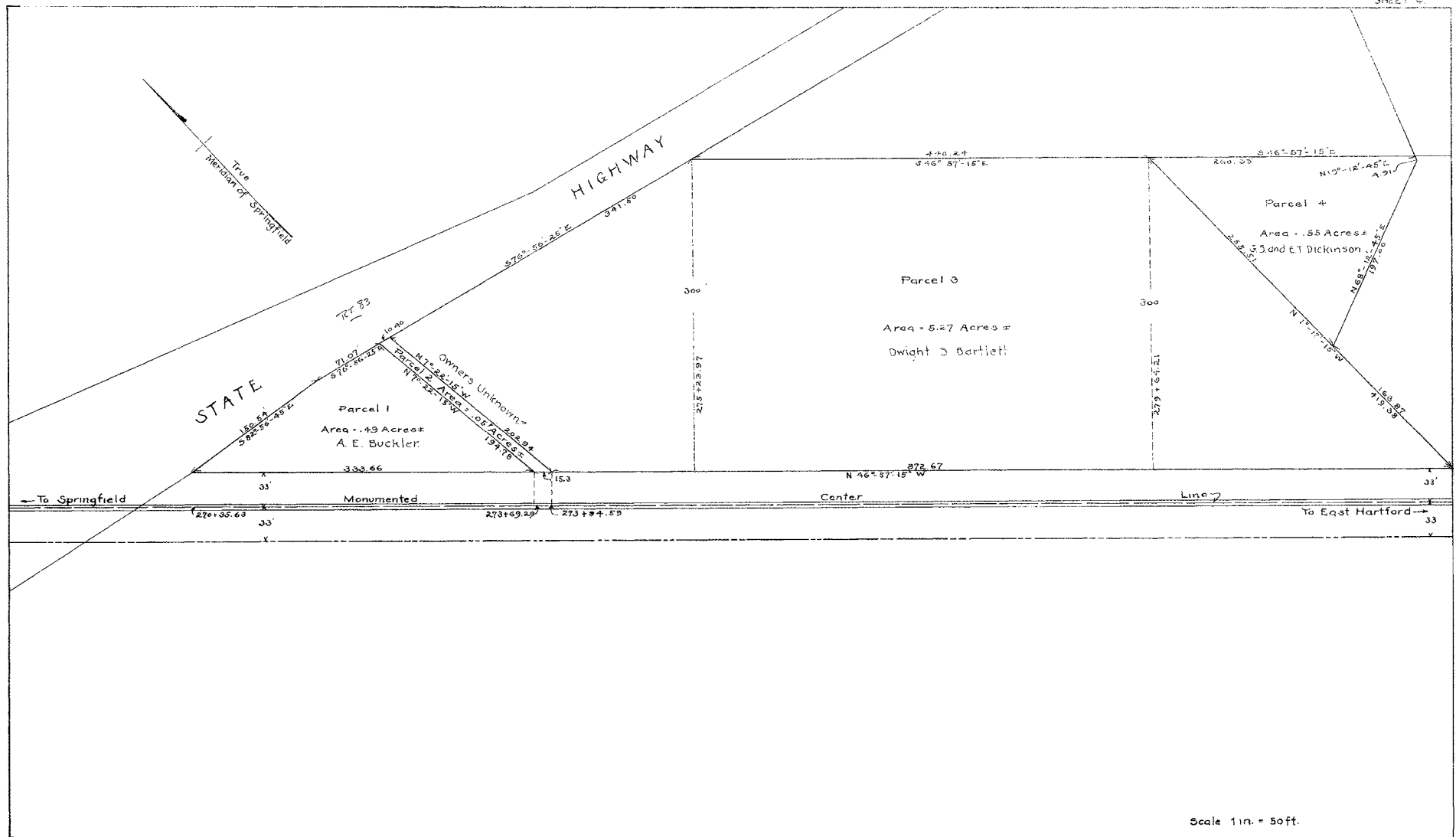
Parcel 1

Parcel 2

Parcel 3

Parcel 4







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

New York, New Haven & Hartford Railroad Co

### **Date Recorded**

4/13/1928

### **Shelf**

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6

### **Towns located on Plan**

East Longmeadow

### **Roads located on Plan**

Purves St

Robert St

### **Abutter Names located on Plan**

Blackman, Charles

Bartlet, Dwight S

Loring Realty Trust

Wigglesworth, Austin C

Purves, Phebe K

Murray, Sarah

Doane, David W (Heirs Of)

### **Landmarks located on Plan**

Parcel 5

Parcel 6

Parcel 7

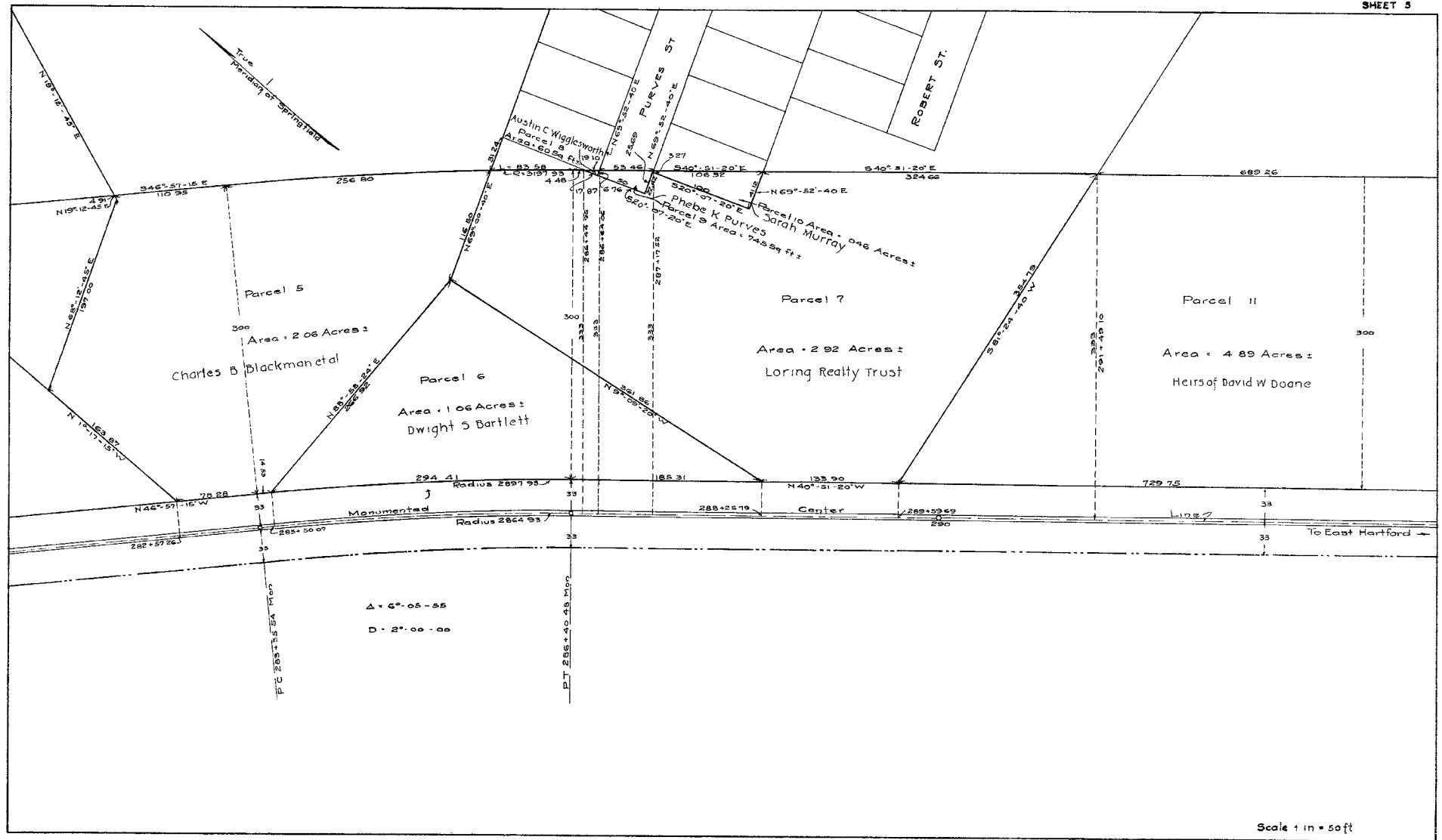
Parcel 8

Parcel 9

Parcel 10

Parcel 11

### **Stations**





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New York, New Haven & Hartford Railroad Co

### ***Date Recorded***

4/13/1928

### ***Shelf***

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### ***Towns located on Plan***

East Longmeadow

### ***Roads located on Plan***

Westwood Ave

### ***Abutter Names located on Plan***

Doane, David W (heirs of)

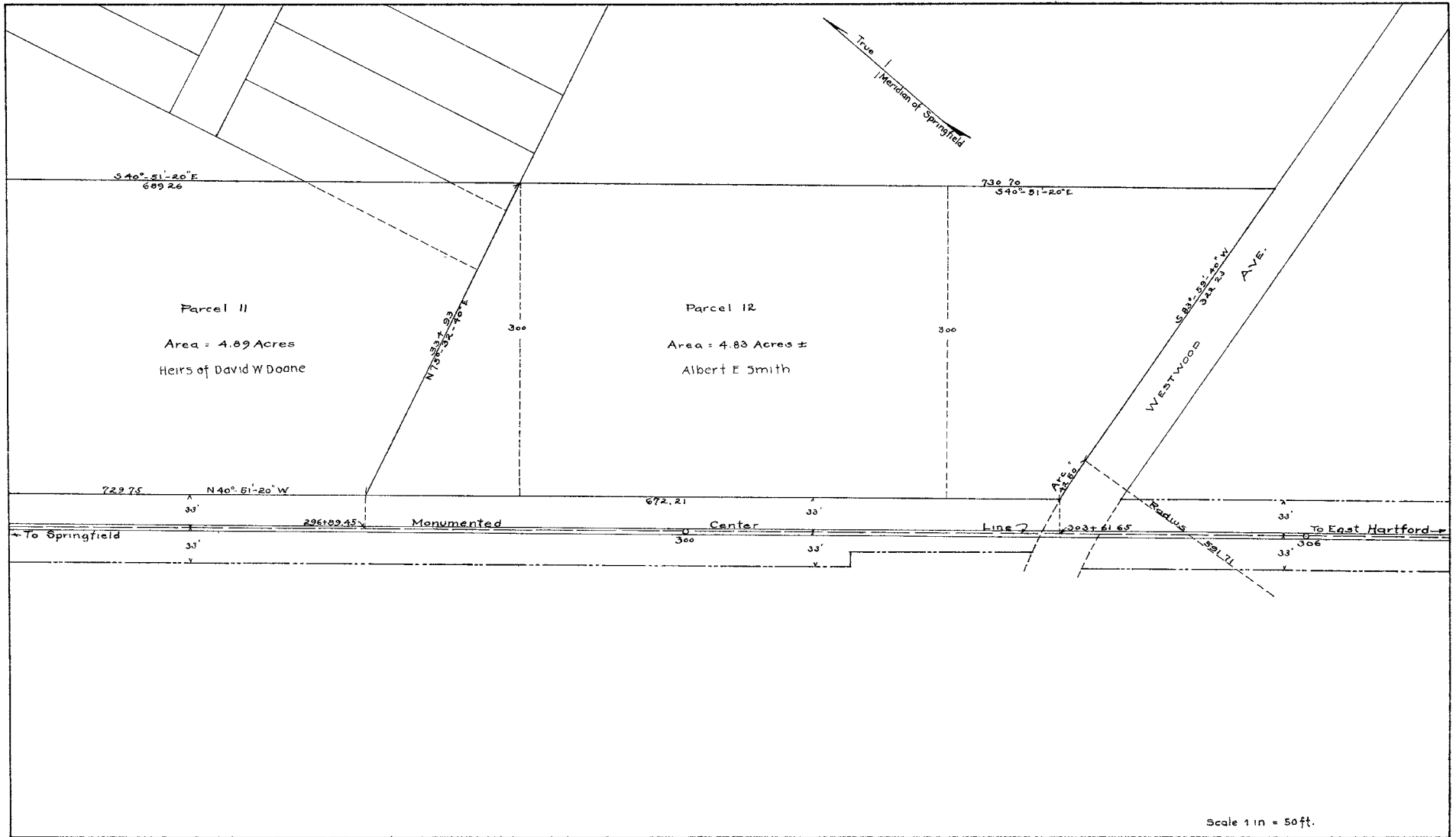
Smith, Albert E

### ***Landmarks located on Plan***

Parcel 11

Parcel 12

### ***Stations***





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New York, New Haven & Hartford Railroad Co

### ***Date Recorded***

9/1/1920

### ***Sheet***

14A

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### ***Towns located on Plan***

East Longmeadow

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Cover Sheet





**LOCATION OF LAND  
IN THE CITY OF SPRINGFIELD  
IN THE COUNTY OF HAMPDEN**

**BY THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY**

**UNDER THE GENERAL RAILROAD LAWS OF MASSACHUSETTS**

*Commonwealth of Massachusetts.  
Hampden, ss:  
Filed September 1, 1920.  
Attest:  
Robert O. Morris Clerk.*

BOSTON. *August 25* 1920.  
I HEREBY CERTIFY, UNDER THE PROVISIONS OF SECTIONS 75, 78 AND 81 OF  
PART II CHAPTER 463 OF THE ACTS OF 1906, THAT THIS RECORD OF LOCATION AND  
PLAN HAS BEEN PREPARED IN CONFORMITY WITH THE RULES PRESCRIBED BY THE  
BOARD OF RAILROAD COMMISSIONERS, NOW THE DEPARTMENT OF PUBLIC UTILITIES.  
*Andrew A. Highlands*  
SECRETARY.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New York, New Haven & Hartford Railroad Co

### ***Date Recorded***

9/1/1920

### ***Sheet***

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### ***Page***

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### ***Towns located on Plan***

East Longmeadow

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page



## VOTE

AT A STATED MEETING OF THE BOARD OF DIRECTORS OF THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY HELD PURSUANT TO LEGAL NOTICE AT THE OFFICE OF THE COMPANY IN THE CITY OF NEW YORK, NY., ON TUESDAY, JULY 27<sup>TH</sup>, 1920, THE FOLLOWING VOTE WAS ADOPTED:

"THE PRESIDENT PRESENTED TO THE BOARD THE FOLLOWING LOCATION UPON AND TAKING OF LAND AND RIGHTS IN LAND BY THE COMPANY FOR RAILROAD PURPOSES IN <sup>THE</sup> CITY OF SPRINGFIELD, MASSACHUSETTS, TOGETHER WITH THE ACCOMPANYING PLAN, AND AFTER THEIR EXAMINATION THEREOF IT WAS

**VOTED**, THAT THIS COMPANY ADOPT SAID LOCATION, THAT THE SAME BE CERTIFIED BY THE PRESIDENT, AND THAT THE ACCOMPANYING PLAN BE AUTHENTICATED BY THE SIGNATURE OF THE PRESIDENT, AND THAT SAID LOCATION AND THE ACCOMPANYING PLAN BE FILED WITH THE COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN, MASSACHUSETTS.

## PREAMBLE

**WHEREAS**, THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY UPON THE 19<sup>TH</sup> DAY OF MAY, 1920, UNDER THE PROVISIONS OF THE GENERAL RAILROAD LAWS OF MASSACHUSETTS FILED ITS PETITION WITH THE DEPARTMENT OF PUBLIC UTILITIES OF MASSACHUSETTS, ASKING THEM TO PRESCRIBE THE LIMITS WITHIN WHICH IT MIGHT TAKE LAND AND RIGHTS IN LAND IN THE CITY OF SPRINGFIELD BELIEVED TO BELONG TO MARY E. KAPPLER, FOR DEPOT OR STATION PURPOSES FOR ONE OR MORE NEW TRACKS ADJACENT TO ITS OTHER LAND OCCUPIED BY TRACKS ALREADY IN USE WITHOUT THE LIMITS OF THE RAILROAD IN SPRINGFIELD, MASSACHUSETTS, AND

**WHEREAS**, ON THE 18<sup>TH</sup> DAY OF JUNE, 1920 SAID COMMISSION MADE A DECREE PRESCRIBING THE LIMITS WITHIN WHICH IT MIGHT TAKE SAID LAND AND RIGHTS IN LAND FOR SAID PURPOSE AS APPEARS BY THE PETITION AND DECREE THEREON, AND

**NOW, THEREFORE**, THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY UNDER THE PROVISIONS OF THE GENERAL RAILROAD LAWS OF MASSACHUSETTS, AND UNDER AND BY VIRTUE OF ANY OTHER STATUTES OR POWERS THERETO ENABLING, HEREBY LOCATES UPON AND TAKES THE LAND AND RIGHTS IN LAND SET FORTH IN THE FOLLOWING DESCRIPTION AND AS SHOWN ON THE ACCOMPANYING PLAN.

## WRITTEN DESCRIPTION

THE LAND AND RIGHTS IN LAND TAKEN AND COVERED BY THIS LOCATION ARE BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE WESTERLY LINE OF PECOUSIC AVENUE, SO-CALLED, DISTANT ONE HUNDRED FIFTEEN AND SEVENTY-SEVEN HUNDREDTHS (115.77 FEET) SOUTHERLY FROM A MONUMENT AT THE INTERSECTION OF THE DIVISION LINE BETWEEN LAND OF THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY AND LAND OF THE DUCKWORTH CHAIN AND MANUFACTURING COMPANY, MEASURED ALONG SAID WESTERLY LINE OF PECOUSIC AVENUE; THENCE SOUTHERLY BY SAID PECOUSIC AVENUE, FIFTY-THREE AND FIFTY-FOUR HUNDREDTHS (53.54) FEET TO A POINT MARKED BY A MONUMENT; THENCE WESTERLY BOUNDING SOUTHERLY ON LAND OF THE SAID RAILROAD COMPANY MAKING AN INTERIOR ANGLE OF 70°53'09" WITH THE LAST DESCRIBED LINE, ONE HUNDRED EIGHTY-EIGHT AND EIGHTEEN HUNDREDTHS (188.18) FEET, MORE OR LESS, TO AN ANGLE; THENCE NORTHEASTERLY BOUNDING NORTHWESTERLY ON LAND OF THE SAID RAILROAD COMPANY, MAKING AN INTERIOR ANGLE OF 60°20'27" WITH THE LAST DESCRIBED LINE, NINETEEN AND EIGHT TENTHS (19.8) FEET, MORE OR LESS, TO A POINT MARKED BY AN IRON PIN; THENCE NORTHERLY BOUNDING WESTERLY ON LAND OF THE SAID RAILROAD COMPANY, MAKING AN EXTERIOR ANGLE OF 140°23'23" WITH THE LAST DESCRIBED LINE, THIRTY-FIVE AND ONE TENTH (35.1) FEET TO AN ANGLE; THENCE EASTERLY BOUNDING NORTHERLY ON LAND OF THE SAID RAILROAD COMPANY, MAKING AN INTERIOR ANGLE OF 79°38'28" WITH THE LAST DESCRIBED LINE, ONE HUNDRED SIXTY-SIX AND NINETY-THREE HUNDREDTHS (166.93) FEET, MORE OR LESS, TO THE POINT OF BEGINNING; CONTAINING EIGHT THOUSAND EIGHT HUNDRED SIXTY-ONE (8,861) SQUARE FEET, MORE OR LESS; SAID LAND IS SUPPOSED TO BELONG TO MARY E. KAPPLER.

I A E CLARK, SECRETARY OF THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY, DO HEREBY CERTIFY THAT THE FOREGOING IS A TRUE COPY OF RECORD, AND IN TESTIMONY THEREOF I HAVE HEREUNTO SET MY HAND, AND AFFIXED THE SEAL OF SAID COMPANY THIS TWENTY-NINTH DAY OF JULY, 1920.

*A. E. Clark*  
SECRETARY



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New York, New Haven & Hartford Railroad Co

### ***Date Recorded***

9/1/1920

### ***Shelf***

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### ***Page***

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### ***Towns located on Plan***

East Longmeadow

### ***Roads located on Plan***

Main St

Pecousic Ave

### ***Abutter Names located on Plan***

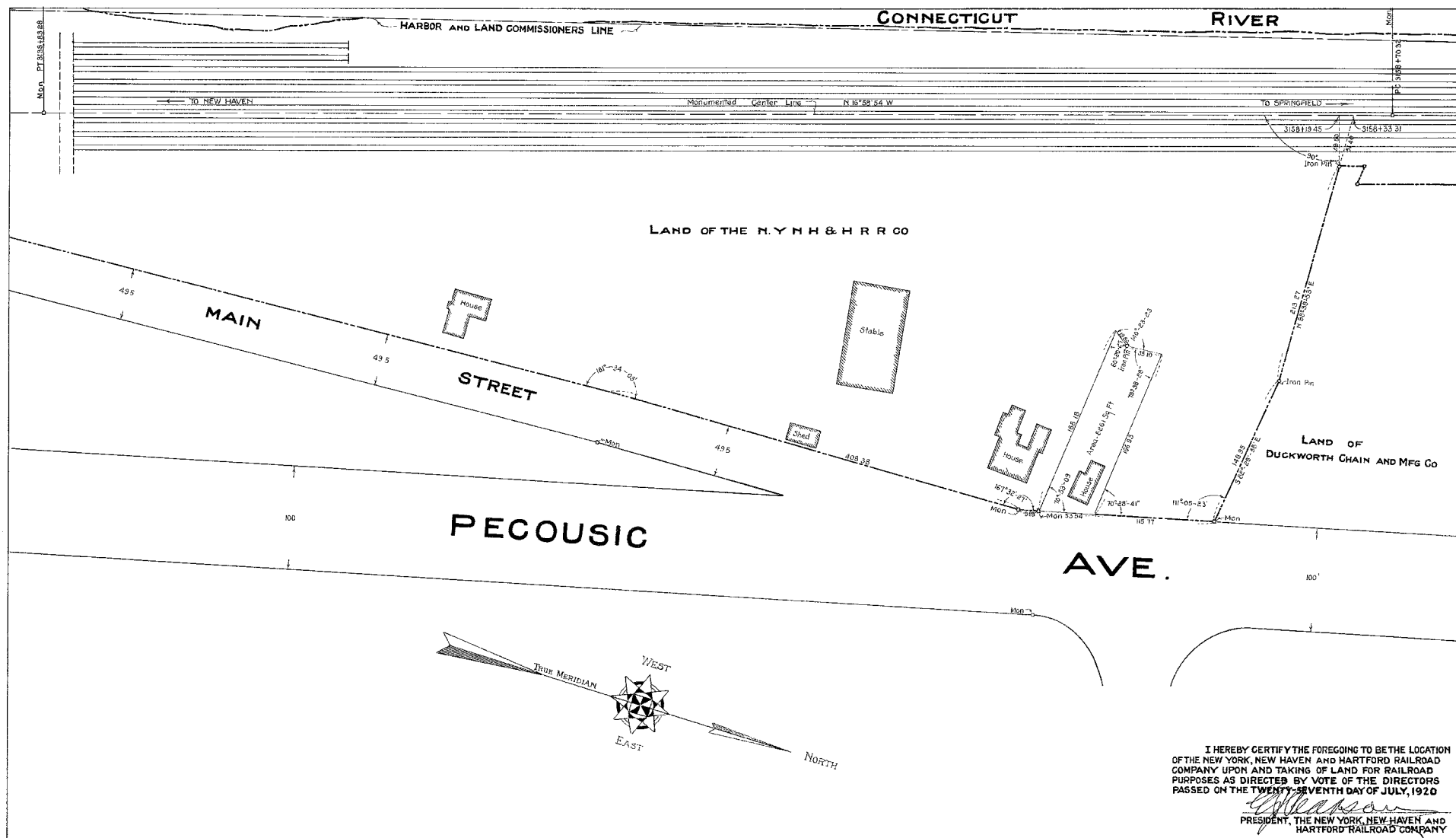
NYNH & H RR Co

Duckworth Chain & Mfg Co

### ***Landmarks located on Plan***

Connecticut River

### ***Stations***





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New York & New Haven & Hartford Railroad Co

### ***Date Recorded***

2/3/1897

### ***Sheet***

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### ***Page***

1

***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

***Stations***

***Landmarks located on Plan***

Cover Page



LOCATION OF LANDS  
IN THE  
COUNTY OF HAMPDEN

By  
THE NEW YORK NEW HAVEN AND HARTFORD  
RAILROAD COMPANY

Under Chapter 356 of Massachusetts Acts of 1895.

*Hampden, ss.  
Clerks Office of the County Commissioners.  
Filed Feb. 3rd, 1897.  
Attest: Robert O. Morris Clerk*

*Boston, Jan. 27, 1897  
I certify that this Record of location of lands  
is prepared in conformity with the Rules prescribed  
under Sect. 93, Chap. 112, P.S. by the Board of Railroad  
Commissioners.  
Wm. A. Crafts Clerk*



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New York & New Haven & Hartford Railroad Co

### ***Date Recorded***

2/3/1897

### ***Sheet***

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### ***Page***

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***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page





Vote of The New York, New Haven and Hartford Railroad Company:

At a meeting of the Board of Directors of The New York, New Haven and Hartford Railroad Company, held pursuant to notice at the office of the Company in the City of New York, which plans, together with all words, figures, on the 9th day of January 1897, (a genuine, true, correct and directions thereon are to be being present, the President presented to the Board taken together with the written descriptions and plans of the land located upon and for the a better in upon lands heretofore purchased of location upon and, taking of said parcels of land therein described for railroad purposes pursuant to, the provisions of Chapter 356 of the Acts of the Legislature of Massachusetts for the year 1895, and any acts in addition to, or an amendment thereof.

Noted, That the President directed to authenticate said plans by his signature and that the Directors, do certify said plans, and that the same be filed with the County Commissioners of the County of Hampden, as and for a better in upon and taking of said lands, pursuant to, Chapter 356 of the Acts of the Legislature of Massachusetts for the year 1895, and to be in addition to, and an amendment thereof.

W. B. Bishop for  
her

Whereas

The New York, New Haven and Hartford Railroad Company has heretofore purchased or acquired for railroad purposes certain lands in the County of Hampden, which are herein after described, as belonging to said Company, and

Whereas, by Chapter 356 of the Acts of the Legislature of Massachusetts for the year 1895, it is provided, that "a railroad corporation may take a better in of any lands purchased or acquired by it for railroad purposes"

Now Therefore, The New York, New Haven and Hartford Railroad Company files with the County Commissioners of the County of Hampden, the following written descriptions and the annexed plans, each plan authenticated by the signature of the President of the Company, the annexed plans, each plan authenticated by the signature of the President of the Company, together with all words, figures, on the 9th day of January 1897, (a genuine, true, correct and directions thereon are to be being present, the President presented to the Board taken together with the written descriptions and plans of the land located upon and for the a better in upon lands heretofore purchased of location upon and, taking of said parcels of land therein described for railroad purposes pursuant to, the provisions of Chapter 356 of the Acts of the Legislature of Massachusetts for the year 1895, and any acts in addition to, or an amendment thereof.

— DESCRIPTIONS. —

Sheet No 1. All that certain piece or parcel of land situated in the Town of Longmeadow, County of Hampden, State of Massachusetts, belonging to The New York, New Haven and Hartford Railroad Company bounded and described as follows:

Northerly in part by land of Daniel Colton, in part by land of Calvin Bliss and in part by land of Williams Port; Easterly by location of the New York, New Haven and Hartford Railroad Company; Southerly in part by a private road, and in part by one Bliss; Westerly in part by land of said Bliss and in part by land of Daniel Colton; as shown on said sheet, colored pink.

Sheet No 2. All that certain piece or parcel of land situated in the Town of Longmeadow, County of Hampden, State of Massachusetts, belonging to The New York, New Haven and Hartford Railroad Company bounded and described as follows:

Northerly by land of John H. Casner, Easterly by the location of the New York, New Haven and Hartford Railroad Company; Southerly and Westerly by land of Calvin Cooley or a passing; as shown on said sheet colored pink.

Sheet No 3. Parcel No 1. All that certain piece or parcel of land situated in the Town of Longmeadow, County of Hampden, State of Massachusetts, belonging to The New York, New Haven and Hartford Railroad Company bounded and described as follows: Beginning at a point in the easterly line of the location of the New York, New Haven and Hartford Railroad Company between the lands of Moses Field and J. B. Dively; thence South 78° 40' East about 43 ft. thence South 73° 15' East 84.43 ft. thence South 37° West 457.33 ft. thence South 30° 40' West 225.06 ft. thence South 4° West 533.5 ft. thence North 67° West 104.9 ft. thence Southerly about 700 ft to the land of Moses Field, thence North 65° 45' West along the division line between the lands of Moses Field and Justice Willard about 133 ft to a point 133 ft at right angles to the center line of location, thence Northerly 498 ft to a point 138 ft at right angles to the center line of location, thence Northerly about 440 ft to a point in the easterly line of location, thence along the easterly line of said location to the point or place of beginning; as shown on said sheet colored pink.

Sheet No 3. Parcel No 2. All that certain piece or parcel of land situated in the Town of Longmeadow, County of Hampden, State of Massachusetts, belonging to The New York, New Haven and Hartford Railroad Company bounded and described as follows: Northerly by land of J. B. Dively. Easterly by the location of the New York, New Haven and Hartford Railroad Company. Southerly by land of Dimond Colton. Westerly by the Connecticut River as shown on said sheet colored pink.

Sheet No 4. Parcel No 1. All that certain piece or parcel of land situated in the Town of Longmeadow, County of Hampden, State of Massachusetts, belonging to The New York, New Haven and Hartford Railroad Company bounded and described as follows: Northerly and Easterly by the Connecticut River. Southerly by the location of the New York, New Haven and Hartford Railroad Company; Westerly by land of The New York, New Haven and Hartford Railroad Company, formerly of Samuel Wacker; as shown on said sheet colored pink.

Sheet No 4, Parcel No 2. All that certain piece or parcel of land situated in the Town of Springfield, County of Hampden, State of Massachusetts, belonging to The New York New Haven and Hartford Railroad Company, bounded and described as follows:  
Northerly by the land of Chester B. Chapel, Easterly by the location of said Railroad Company, Southerly by the land of Charles Stearns, Westerly by the Connecticut River, as shown on said sheet colored pink.

Sheet No 5. All that certain piece or parcel of land situated in the Town of Springfield, County of Hampden, State of Massachusetts, belonging to The New York New Haven and Hartford Railroad Company, bounded and described as follows:  
Northerly and Easterly by the location of said Railroad Company, Southerly by the County road, Westerly by the Connecticut River, as shown on said sheet colored pink.

Sheet No 6, Parcel No 1. All that certain piece or parcel of land situated in the Town of Springfield, County of Hampden, State of Massachusetts, belonging to The New York New Haven and Hartford Railroad Company, bounded and described as follows:  
Northerly by the land of Gelatine Lombard, Easterly by the location of said Railroad Company, Southerly by the land of said Railroad Company, formerly Silas Clark, Westerly by the Connecticut River, as shown on said sheet colored pink.

Sheet No 6 Parcel No 2. All that certain piece or parcel of land situated in the Town of Springfield, County of Hampden, State of Massachusetts, belonging to The New York New Haven and Hartford Railroad Company, bounded and described as follows:  
Northerly by Gardner Street, Easterly in part by the land of Gelatine Lombard Estate, in part by the land of George Tibbins, and in part by the land formerly J. H. Clark, Southerly by the land of Silas Clark, Westerly by the location of said Railroad Company, as shown on said sheet colored pink.

Sheet No 6, Parcel No 3. All that certain piece or parcel of land situated in the Town of Springfield, County of Hampden, State of Massachusetts, belonging to The New York New Haven and Hartford Railroad Company, bounded and described as follows:  
Northerly by Williams Street, or the land formerly of J. Brewer, Easterly by the location of said Railroad Company, Southerly by Gardner Street, Westerly by the Connecticut River, as shown on said sheet colored pink.

Sheet No 6, Parcel No 4. All that certain piece or parcel of land situated in the Town of Springfield, County of Hampden, State of Massachusetts, belonging to The New York New Haven and Hartford Railroad Company, bounded and described as follows:  
Northerly in part by Williams Street and in part by the land of Jeremiah Banks, Easterly in part by the land of Elijah Blake, in part by Jeremiah Banks, in part by the land formerly Gains Bliss, in part by the land of A. Bliss, in part by Margaret Street, in part by the land of Leonard's heirs, in part by the land formerly of Henry Bliss, and in part by the land formerly of Smith and Wilcox, Southerly by Gardner Street, Westerly by the location of said Railroad Company, as shown on said sheet colored pink.

Sheet No 6, Parcel No 5. All that certain piece or parcel of land situated in the Town of Springfield, County of Hampden, State of Massachusetts, belonging to The New York New Haven and Hartford Railroad Company, bounded and described as follows:  
Northerly by land now or formerly of J. C. Parsons, Easterly by the location of said Railroad Company, Southerly by Williams Street or land formerly of Elijah Blake, Westerly by the Connecticut River, as shown on said sheet colored pink.

Sheet No 6, Parcel No 6. All that certain piece or parcel of land situated in the Town of Springfield, County of Hampden, State of Massachusetts, belonging to The New York New Haven and Hartford Railroad Company, bounded and described as follows:

Northerly by the land of Dennis Dwyer, Easterly by the location of said Railroad Company, Southerly by W. Cox Street, Westerly by the Connecticut River, as shown on said sheet colored pink.

Sheet No 6 Parcel No 7. All that certain piece or parcel of land situated in the Town of Springfield, County of Hampden, State of Massachusetts, belonging to The New York New Haven and Hartford Railroad Company, bounded and described as follows:  
Northerly in part by the land of John Shay, and in part by the land now or formerly of G. A. Kirby Easterly by the location of the said Railroad Company, Southerly by Union Street, Westerly by the Connecticut River, as shown on said sheet colored pink.

Sheet No 6, Parcel No 8. All that certain piece or parcel of land situated in the Town of Springfield, County of Hampden, State of Massachusetts, belonging to The New York New Haven and Hartford Railroad Company, bounded and described as follows:  
Northerly by Mechanics Street, Easterly by the land of Chester W. Chapin, Southerly in part by the land of Gains Bliss and in part by the land of D. Adams, Westerly by the location of said Railroad Company, as shown on said sheet colored pink.

Sheet No 7, Parcel No 1. All that certain piece or parcel of land situated in the Town of Springfield, County of Hampden, State of Massachusetts, belonging to The New York New Haven and Hartford Railroad Company, bounded and described as follows:  
Northerly in part by State Street, and in part by land of C. W. Chapin, Easterly in part by land of C. W. Chapin, and in part by the land of R. A. Chapman, Southerly by Bliss Street, Westerly by the location of the said Railroad Company, as shown on said sheet colored pink.

Sheet No 7, Parcel No 2. All that certain piece or parcel of land situated in the Town of Springfield, County of Hampden, State of Massachusetts, belonging to The New York New Haven and Hartford Railroad Company, bounded and described as follows:  
Northerly and Easterly by the location of said Railroad Company, Southerly by State Street, Westerly by the land formerly of Charles Stearns, as shown on said sheet colored pink.

Sheet No 7. Parcel No 3. All that certain piece or parcel of land situated in the Town of Springfield, County of Hampden, State of Massachusetts, belonging to The New York New Haven and Hartford Railroad Company, bounded and described as follows.

Northerly by Bridge Street, Easterly by the location of the said Railroad Company, Southerly by the land of Charles Stearns, Westerly in part by the land of Charles Stearns and the Connecticut River, as shown on said sheet colored pink.

Sheet No 7. Parcel No 4. All that piece or parcel of land situated in the Town of Springfield, County of Hampden, State of Massachusetts, belonging to The New York New Haven and Hartford Railroad Company, bounded and described as follows.

Northerly in part by Bridge Street, and in part by a Mutual Passway, Easterly in part by said Passway in part by Water Street in part by another Passway, and in part by the land of The Springfield Gas Company, Southerly in part by the last mentioned Passway, in part by the Springfield Gas Co. and in part by Elm St. Westerly by the location of said Railroad Company, as shown on said sheet colored pink.

Sheet No 7. Parcel No 5. All that certain piece or parcel of land situated in the Town of Springfield, County of Hampden, State of Massachusetts, belonging to The New York New Haven and Hartford Railroad Company, bounded and described as follows.

Northerly in part by Railroad Row and in part by the location of said Railroad Company; Easterly by the location of said Railroad Company, Southerly in part by the location of said Railroad Company and in part by Bridge Street, Westerly by the Connecticut River, as shown on said sheet colored pink.

Sheet No 7. Parcel No 6. All that certain piece or parcel of land situated in the Town of Springfield, County of Hampden, State of Massachusetts, belonging to The New York

New Haven and Hartford Railroad Company, bounded and described as follows.

Northerly and Westerly by the location of said Railroad Company, Easterly by Water Street, Southerly by Bridge Street, as shown on said sheet colored pink.

The courses mentioned in the foregoing descriptions and shown upon the annexed plans are magnetic.

The subscribers, a majority of the Directors of The New York New Haven and Hartford Railroad Company certify the plans referred to in the foregoing preamble and contained in this book numbered from 1 to 7 both inclusive.

Charles S. Black

Wm. Davis

Geo. J. Smith

Chas. S. Black

Ray J. Whitton

Rich. B. Brown

John W. Mann

Arthur D. Osborne

Joseph B. Bond

Leopold H. Greening

Edw. M. Hall

Directors.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New York & New Haven & Hartford Railroad Co

### ***Date Recorded***

2/3/1897

### ***Sheet***

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### ***Page***

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### ***Towns located on Plan***

Longmeadow

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Colton, Newton

### ***Stations***

### ***Landmarks located on Plan***

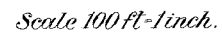
Description Page

Signature Page

Sheet NO 1



*No. 1*



Charles Black President



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New York & New Haven & Hartford Railroad Co

### ***Date Recorded***

2/3/1897

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### ***Page***

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### ***Towns located on Plan***

Longmeadow

### ***Roads located on Plan***

Rd

### ***Stations***

### ***Landmarks located on Plan***

Sheet No 2

### ***Abutter Names located on Plan***

Chilton, Otis

Colton, Lyman

Bliss

Colton, Asahel

Burt, William

Bliss, Calvin

Colton, Alva

Colton, Elijah

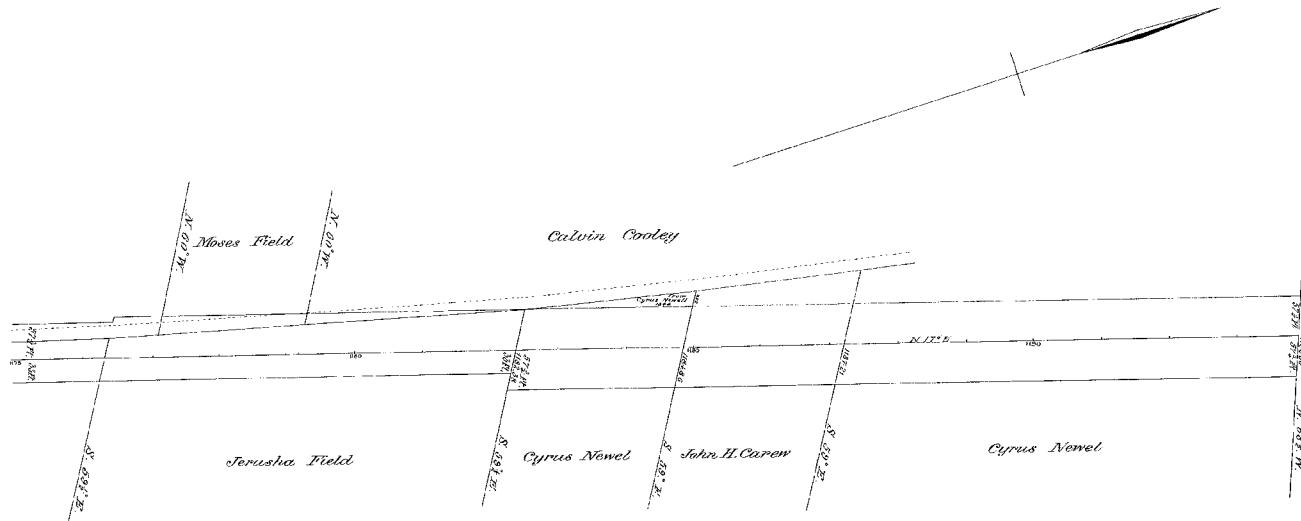
Bliss, Gaius

Field, Jerisja



LONGMEADOW.

No. 2



Scale 100 ft = 1 inch.

The New York New Haven and Hartford Railroad Co.

Location Plan No. 2.

Charles F. Clark, President.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New York & New Haven & Hartford Railroad

### ***Date Recorded***

2/31897

### ***Sheet***

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### ***Page***

7

### ***Towns located on Plan***

Longmeadow

### ***Roads located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Sheet No 3

Connecticut River

### ***Abutter Names located on Plan***

Field,M

Willard,Justus

Newell,Emily

Colton,Diamond

Ledoux,Perline

Keyes,Amy L

Walker,Samuel

Walker

Field,Moses

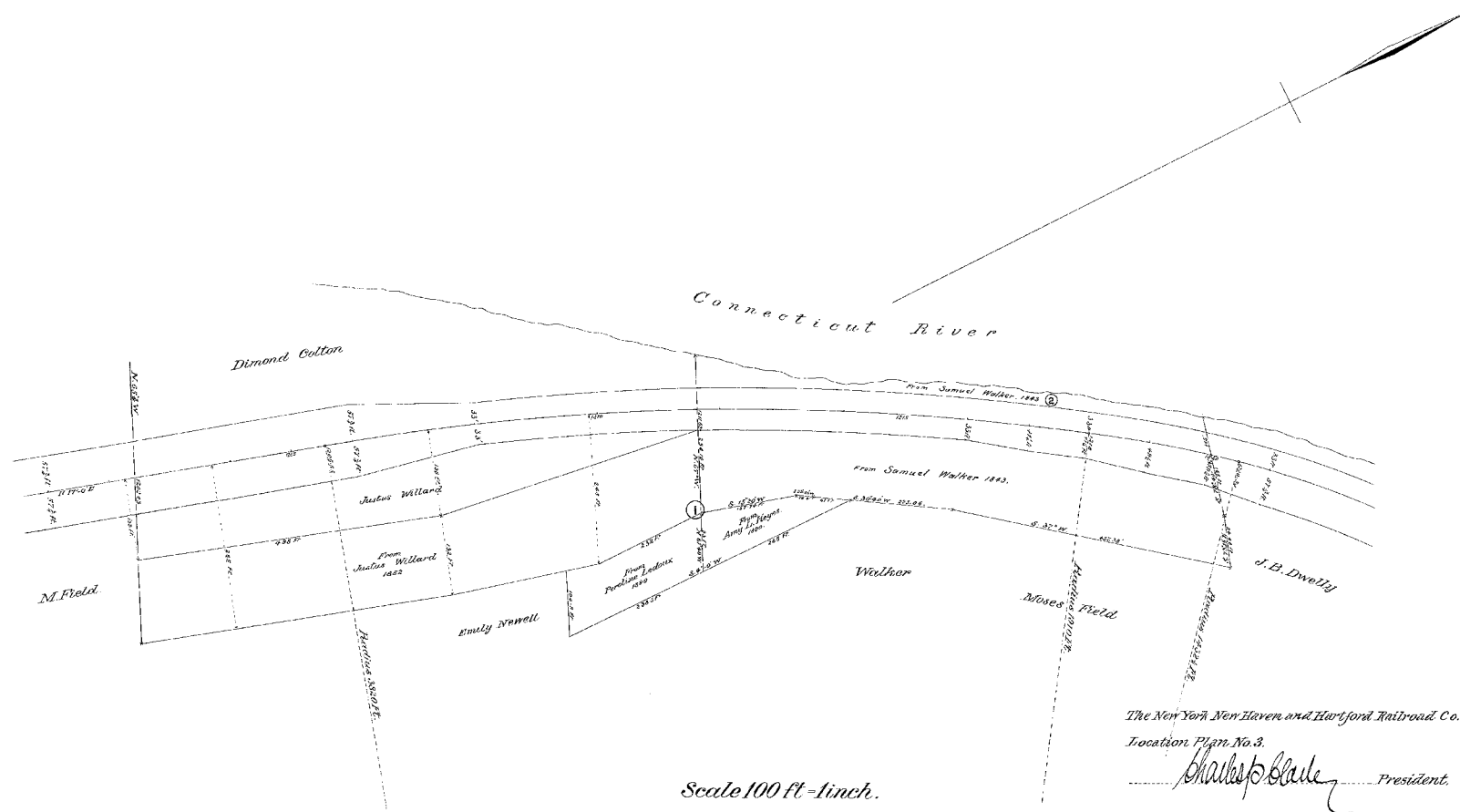
Dwelly,JB





LONGMEADOW.

No. 3





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New York & New Haven & Hartford Railroad

### ***Date Recorded***

2/3/1897

### ***Sheet***

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8

### ***Towns located on Plan***

Longmeadow

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

N Y N H & N RR

Dwelly, JB

Lombard, R

Stearns, Charles

Smith, Betsy

Chappell, Chester B

### ***Stations***

### ***Landmarks located on Plan***

Connecticut River

Sheet No 4

Pecowsic Station

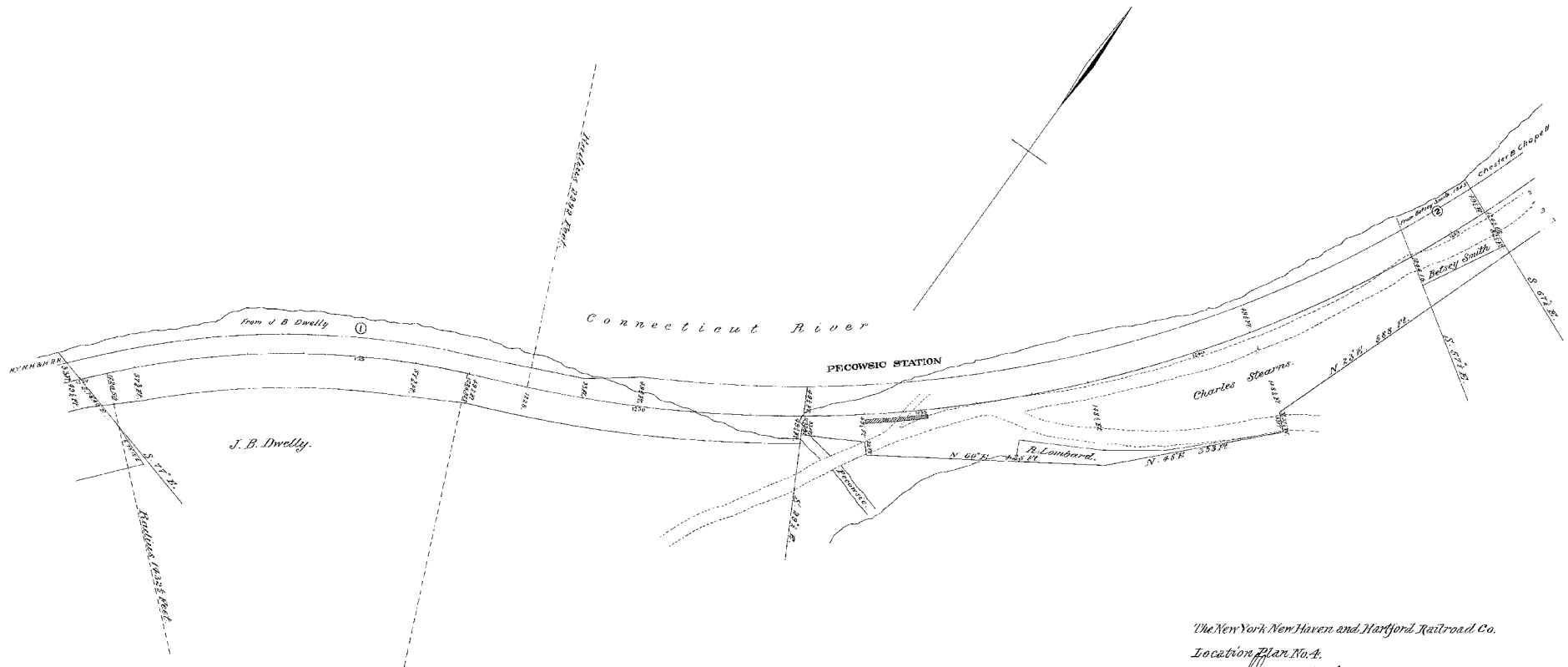
Pecowsic



LONGMEADOW.

SPRINGFIELD.

No. 4



Scale 100 ft = 1 inch.

The New York, New Haven and Hartford Railroad Co.

Location Plan No. 4.

Charles F. Clark President.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New York & New Haven & Hartford Railroad

### ***Date Recorded***

2/3/1897

### ***Sheet***

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### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

Ferry Rd

### ***Abutter Names located on Plan***

Hyde, David

Blake, George

Wood, Lyman

N Y N H & H RR

Lombard, Roderick

### ***Stations***

### ***Landmarks located on Plan***

Connecticut River

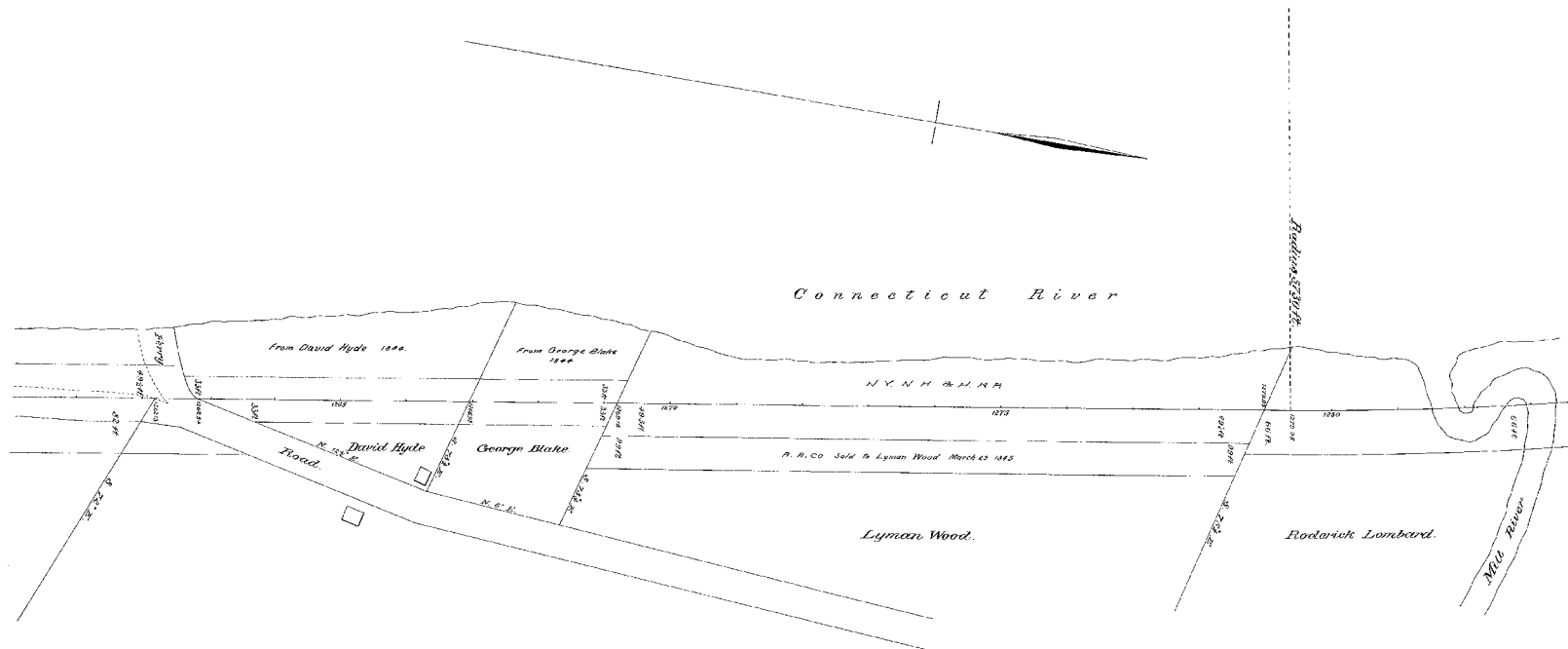
Seet NO 5

Mill River



SPRINGFIELD.

No. 5



Scale 100 ft = 1 inch.

The New York, New Haven and Hartford Railroad Co.  
Location Plan No. 5.

Charles P. Clark, President.



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

New York & New Haven & Hartford Railroad

### **Date Recorded    Sheet    Page**

2/3/1897            15            10

### **Towns located on Plan**

Springfield

### **Roads located on Plan**

Gardener St            Bliss St  
Margaret St  
William St  
Wilcox St  
Union St  
Mechanics St  
Howard St  
Water St

### **Stations**

### **Landmarks located on Plan**

Sheet No 6  
Connecticut River

### **Abutter Names located on Plan**

|                  |                         |                 |                   |
|------------------|-------------------------|-----------------|-------------------|
| Clark, Silas     | Bliss, Lucy             | RR Co           | Dwyer, Dennis     |
| Clark, JH        | Lombard, Justin (heirs) | Banks, Jeremiah | McCarty, Jem      |
| Brady, Peter     | Lombard (heirs)         | Bliss, E        | Sullivan, Edward  |
| Stebbins, George | Bliss, Gaius            | Blake           | Stearns, C        |
| Lombard, Rubie   | Parsons, WH             | Blake, Elijah   | Adams, D          |
| Lombard, Zelotus | Bliss, Elijah           | Brewer, J       | Bliss, Gaius      |
| Smith & Wilcox   | Burt, Charlotte W       | Chapman         | Shay, John        |
| Smith, Simon     | Bliss, A                | Parsons, JC     | Kibby, GA         |
| Brady, Peter     | Bliss, Elijah           | Wilcox (heirs)  | Gardner, Josiah A |
| Bliss, Henry     | Bliss, A                | King, Margaret  | Kibby, L          |
| Bliss, Hannah    | Bliss, Luther           | Adams, D        | Chapin, Chester W |
| Bliss, Theodore  | Woodman, Henry          | Stearns, C      |                   |

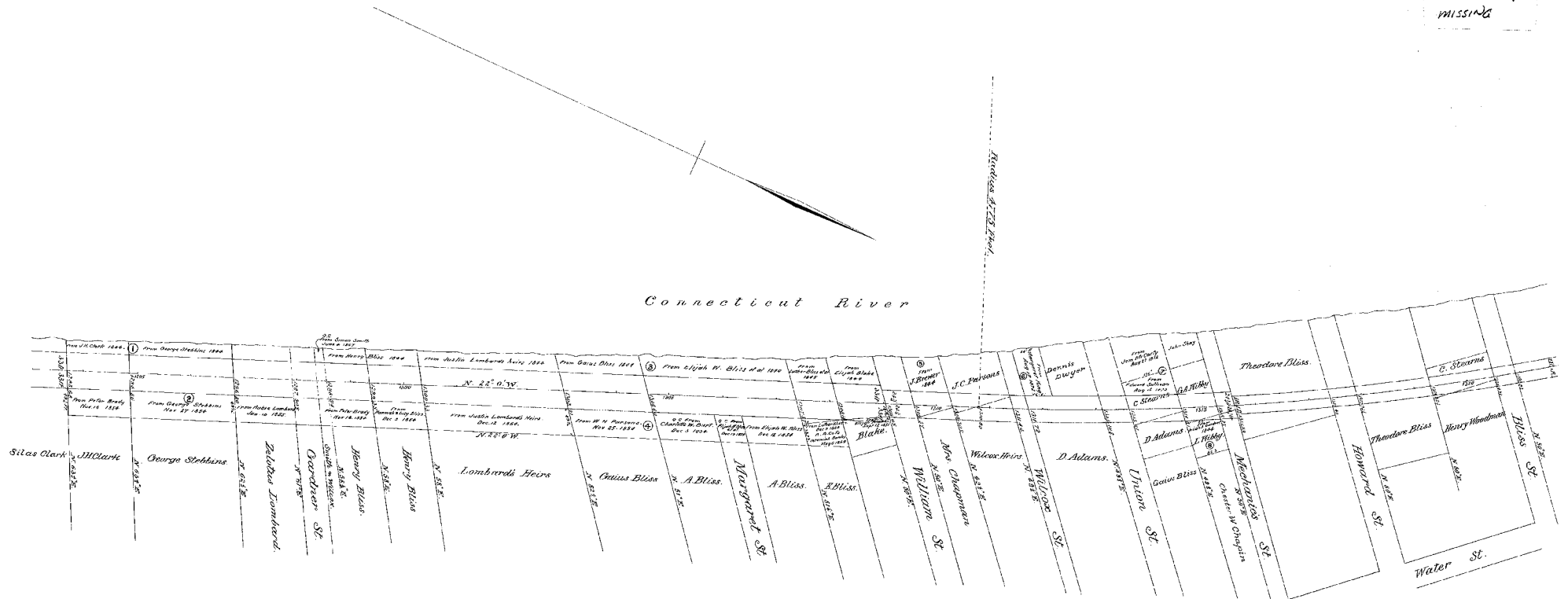


# SPRINGFIELD.

No. 6

SHEET #7

MISSING



Scale 100 ft. = inch.

The New York, New Haven and Hartford Railroad Co.

Location Plan No. 6.

Charles F. Clark, President.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New York & New Haven & Hartford Railroad

### ***Date Recorded***

### ***Sheet***

### ***Page***

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***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Sheet No 7 Missing

Also Missing From Microfilm







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New York & New Haven & Hartford Railroad Co

### ***Date Recorded***

7/11/1917

### ***Sheet***

15A

### ***Page***

1

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Cover Page



LOCATION OF LAND  
IN THE CITY OF SPRINGFIELD  
IN THE COUNTY OF HAMPDEN

By THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY

UNDER THE GENERAL RAILROAD LAWS OF MASSACHUSETTS

CORRECT  
JUN 19 1917  
*J. H. Hynes*  
PUBLIC SERVICE COMMISSION

*Commonwealth of Massachusetts.*  
*Hampden, ss:*  
*Filed July 11, 1917*  
*Attest*  
*Robert O. Morris Clerk.*

BOSTON.....JUNE 19.....1917  
I HEREBY CERTIFY, UNDER THE PROVISIONS OF SECTIONS 75-78 AND 81 OF  
PART II, CHAPTER 463 OF THE ACTS OF 1906, THAT THIS RECORD OF LOCATION AND  
PLAN HAS BEEN PREPARED IN CONFORMITY WITH THE RULES PRESCRIBED BY THE  
BOARD OF RAILROAD COMMISSIONERS, NOW THE PUBLIC SERVICE COMMISSION

*Charles E. Mann*  
EXECUTIVE SECRETARY



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

New York & New Haven & Hartford Railroad Co

### ***Date Recorded***

7/11/1917

### ***Sheet***

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### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page



## VOTE

VOTE OF THE NEW YORK NEW HAVEN AND HARTFORD RAILROAD COMPANY.

AT A MEETING OF THE DIRECTORS OF THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY, DULY NOTIFIED AND HELD AT NEW YORK CITY IN THE STATE OF NEW YORK, ON THE 22<sup>ND</sup> DAY OF MAY, 1917, A QUORUM BEING PRESENT, THE CHAIRMAN PRESENTED TO THE BOARD THE FOLLOWING LOCATION UPON AND TAKING OF LANDS BY THE COMPANY FOR RAILROAD PURPOSES IN THE CITY OF SPRINGFIELD, MASSACHUSETTS, TOGETHER WITH THE ACCOMPANYING PLAN, AND AFTER EXAMINATION THEREOF, IT WAS

**Yotes** THAT THIS COMPANY HEREBY ADOPT SAID LOCATION; THAT THE SAME BE CERTIFIED BY THE PRESIDENT, THAT THE ACCOMPANYING PLAN BE AUTHENTICATED BY SIGNATURE OF THE PRESIDENT, AND THAT SAID LOCATION AND ACCOMPANYING PLAN BE FILED WITH THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN, MASSACHUSETTS.

A TRUE COPY.

ATTEST:

*A. C. Clark*  
Secretary



## PREAMBLE

**WHEREAS** THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY UPON THE FOURTEENTH DAY OF MARCH, 1917, UNDER THE PROVISIONS OF THE GENERAL RAILROAD LAWS OF MASSACHUSETTS FILED ITS PETITION WITH THE PUBLIC SERVICE COMMISSION OF MASSACHUSETTS, ASKING THEM TO PRESCRIBE THE LIMITS WITHIN WHICH THEY MIGHT TAKE LAND IN THE CITY OF SPRINGFIELD, SUPPOSED TO BELONG TO THE ESTATE OF ELISHA GUNN, THE HEIRS OF WHICH ARE SUPPOSED TO BE ELISHA GUNN, MARY E. SIMMONDS, LAURA G. CALLENDAR AND HELEN G. BURNIE, FOR DEPOT OR STATION PURPOSES AND FOR ONE OR MORE NEW TRACKS ADJACENT TO ITS OTHER LAND OCCUPIED BY TRACKS ALREADY IN USE, WITHOUT THE LIMITS OF THE RAILROAD IN THE CITY OF SPRINGFIELD, MASSACHUSETTS, AND

**WHEREAS** ON THE FIFTEENTH DAY OF MAY, 1917, SAID COMMISSION MADE A DECREE PRESCRIBING THE LIMITS WITHIN WHICH IT MIGHT TAKE SAID LAND FOR SUCH PURPOSES AS APPEARS BY THE PETITION AND THE DECREE THEREON:

**NOW, THEREFORE** THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY, UNDER THE PROVISIONS OF THE GENERAL RAILROAD LAWS OF MASSACHUSETTS, AND UNDER AND BY VIRTUE OF ANY OTHER STATUTES OR POWERS THERETO ENABLING HEREBY LOCATES UPON AND TAKES THE LAND SET FORTH IN THE FOLLOWING WRITTEN DESCRIPTION, AND AS SHOWN UPON THE ACCOMPANYING PLAN.

## WRITTEN DESCRIPTION

THE LAND TAKEN AND COVERED BY THIS LOCATION IS BOUNDED AND DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE WESTERLY LINE OF THE RIGHT OF WAY OF THE SPRINGFIELD BRANCH OF THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY, WHICH POINT IS AT THE INTERSECTION OF SAID WESTERLY LINE OF THE RIGHT OF WAY WITH THE SOUTHERLY LINE OF CHAPPELLE STREET, PRODUCED EASTERLY AND IS ALSO DISTANT TWENTY-FOUR AND SEVENTY-FIVE HUNDREDTHS (24.75) FEET WESTERLY AT RIGHT ANGLES FROM STATION 136+49.03 OF THE MONUMENTED CENTER LINE OF SAID SPRINGFIELD BRANCH; THENCE RUNNING SOUTH 81°13' WEST BY LAND NOW OR FORMERLY OF THE ESTATE OF ELISHA GUNN ONE HUNDRED TWENTY-SIX AND SEVEN TENTHS (126.7) FEET; THENCE RUNNING NORTH 8°54' WEST IN PART BY SAID CHAPPELLE STREET, IN PART BY LAND NOW OR FORMERLY OF J. J. HENNESSY AND F. LIVERANT, IN PART BY BEACON STREET AND IN PART BY LAND NOW OR FORMERLY OF W. H. DEXTER, PATRICK HENNESSY, NELSON L. ELMER, GEORGE M. CROINSHIELD, EDWARD A. MEACHAM, THOMAS F. MEANEY, JOSEPH AND ROSINA MARUCA, NELSON L. ELMER AND THE ESTATE OF ELISHA GUNN, EIGHT HUNDRED NINETY AND NINETY-ONE HUNDREDTHS (890.91) FEET TO LAND OF THE CITY OF SPRINGFIELD; THENCE RUNNING NORTH 81°02'05" EAST BY SAID LAND OF THE CITY OF SPRINGFIELD FORTY-EIGHT AND SEVENTY-THREE HUNDREDTHS (48.73) FEET TO A POINT IN THE SAID WESTERLY LINE OF THE RIGHT OF WAY OF THE SPRINGFIELD BRANCH OF SAID RAILROAD COMPANY, WHICH POINT IS DISTANT TWENTY-FOUR AND SEVENTY FIVE HUNDREDTHS (24.75) FEET WESTERLY AT RIGHT ANGLES FROM STATION 127+54.40 OF SAID MONUMENTED CENTER LINE; THENCE RUNNING SOUTH 13°54' EAST BY LAND OF SAID RAILROAD COMPANY EIGHT HUNDRED NINETY-FOUR AND SIXTY-THREE HUNDREDTHS (894.63) FEET TO THE POINT OF BEGINNING; CONTAINING SEVENTY-EIGHT THOUSAND ONE HUNDRED EIGHTY-FOUR (78,184) SQUARE FEET.

I HEREBY CERTIFY THE FOREGOING TO BE THE LOCATION OF THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY UPON AND TAKING OF LAND FOR RAILROAD PURPOSES, AS DIRECTED BY VOTE OF THE DIRECTORS PASSED ON THE 22<sup>D</sup> DAY OF MAY, 1917.

*W. H. Dixon*  
PRESIDENT, THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY.



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

New York & New Haven & Hartford Railroad Co

### **Date Recorded**

7/11/1917

### **Sheet**

15A

### **Page**

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### **Towns located on Plan**

Springfield

### **Roads located on Plan**

Chapelle St

Beacon St

Colton St

Quincy St

### **Stations**

### **Landmarks located on Plan**

### **Abutter Names located on Plan**

Gunn,Elisha(est)

Elmer,Nelson L

Hennessy,JJ

Gunn,Elisha(est)

Liverant,F

Springfield City

Dexter,WH

Hennessy,Patrick

Elmer,Nelson L

Crominshield,Geo H

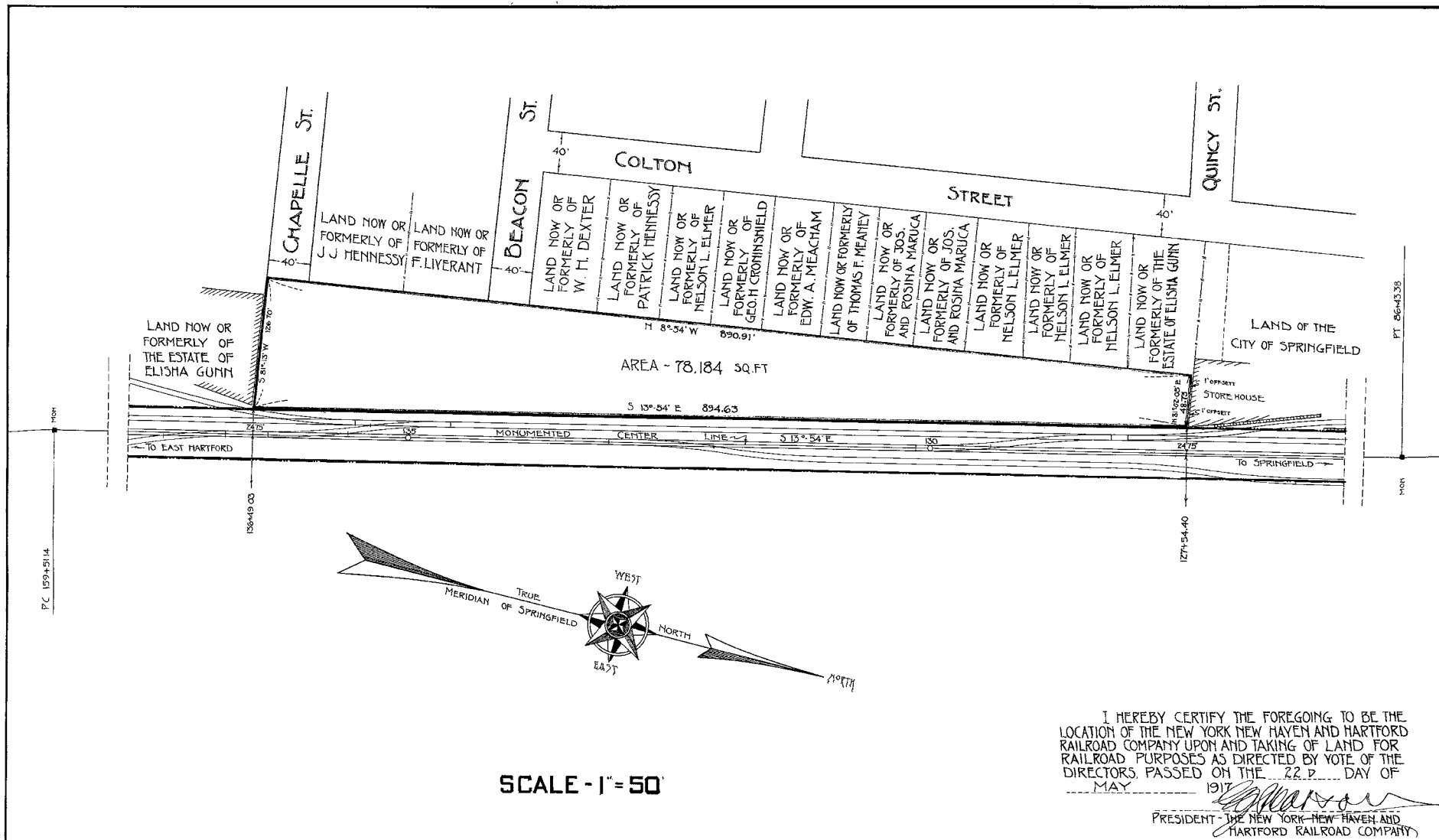
Meacham,Edw A

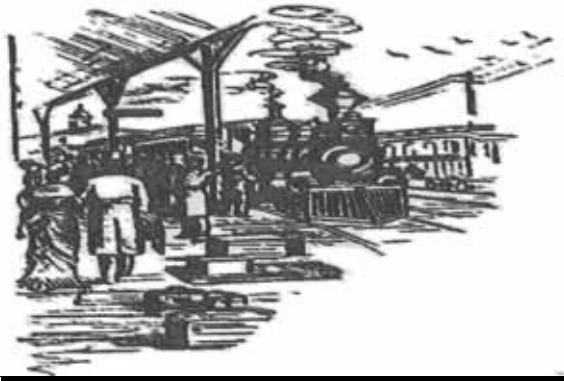
Meaney,Thomas F

Maruca Jos

Maruca,Rosina







## HAMPDEN COUNTY RAILROAD PROJECT

### Name of Railroad

Holyoke & Westfield Railroad Co

### Date Recorded

12/31/1871

### Sheet

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### Page

1

Towns located on Plan

Roads located on Plan

Abutter Names located on Plan

Stations

Landmarks located on Plan

Cover Sheet



**LOCATION**

**MAPS**

**HOLYOKE & WESTFIELD**

**RAIL-ROAD**

**JANUARY, 1871.**





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Holyoke & Westfield Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

1/23/1871      16      2

### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

N Elm St

Old Pochassic Rd

Union St

Hgy

Timber Swamp Rd

### ***Abutter Names located on Plan***

N H & N RR

B & A RR

Bosworth(Heirs)

Yeamans,Lucy

Westfield Town

Atkins,Geo

G W Bush & Co

Weller,Winthrop

### ***Stations***   0-47+24

### ***Landmarks located on Plan***

Westfield River

RR Bridge

Town Bridge

Sacketts Brook



At a meeting of the Board of Directors of the Holyoke and Westfield Railroad held <sup>this day</sup> at the Holyoke House in Holyoke, Mass. the following vote was passed, viz:—  
 Voted:—That the map of the Holyoke and Westfield Railroad, submitted the seventh day of January, 1871, by Mr. C. M. Yarnall, in nine sheets, and entitled "Location Map of Holyoke and Westfield Railroad, January, 1871," be approved as the location of said railroad, and the President is hereby authorized and directed to attest the same by his signature, and deposit the same with the County Commissioners of Hampshire County.  
 Held at Holyoke, Mass. Jan'y 7, 1871.

Attest J. P. Buckland,  
 Clerk of the Board of Directors.

Stephen C. Parsons Pres.  
 Holyoke and Westfield Rail Road

| Sta. to Sta. | CURVATURE | LENGTH | TANGENT     | LENGTH  |
|--------------|-----------|--------|-------------|---------|
| LEFT         | RIGHT     | CURVE  | COURSE      | TANGENT |
| 100+00       | 0         | 123.3  | N 85° 15' E | 78.2    |
| 100+25       | 15° 28'   | 123.0  | N 85° 15' E | 78.2    |
| 100+50       | 15° 28'   | 123.0  | N 85° 15' E | 78.2    |
| 100+75       | 15° 28'   | 123.0  | N 85° 15' E | 78.2    |
| 101+00       | 15° 28'   | 123.0  | N 85° 15' E | 78.2    |

| OWNERS NAMES      | Sta. to Sta. | LENGTH | WIDTH      |
|-------------------|--------------|--------|------------|
|                   |              | CENTRE | LEFT RIGHT |
| N.H. & W.F. R.R.  | 0+00         | 0      | 0          |
| W. H. H. H.       | 0+00         | 132    | 132        |
| W. H. H. H.       | 132          | 132    | 132        |
| W. H. H. H.       | 264          | 132    | 132        |
| W. H. H. H.       | 396          | 132    | 132        |
| W. H. H. H.       | 528          | 132    | 132        |
| Mrs. LUCY YEAMANS | 1120         | 0      | 0          |
| W. H. H. H.       | 1120         | 810    | 1230       |
| W. H. H. H.       | 1252         | 810    | 1230       |
| HIGHWAY           | 1384         | 264    | 264        |
| GEO. ATKINS       | 264          | 132    | 132        |
| W. H. H. H.       | 396          | 132    | 132        |
| G.W. BUSH & CO.   | 528          | 132    | 132        |
| W. H. H. H.       | 660          | 132    | 132        |
| WINTHROP WELLES   | 792          | 132    | 132        |



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Holyoke & Westfield Railroad Co

### **Date Recorded      Sheet      Page**

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### **Towns located on Plan**

Westfield

### **Roads located on Plan**

Hgy

Old Rd

**Stations**      47+24-97+

### **Landmarks located on Plan**

Lockhouse Rd

Arch

Rte 10

### **Abutter Names located on Plan**

Weller,W

Noble,R

Brass,F

Weller,W

Williams,C(heirs)

Weller

HullRussell,Wm

Moseley,John

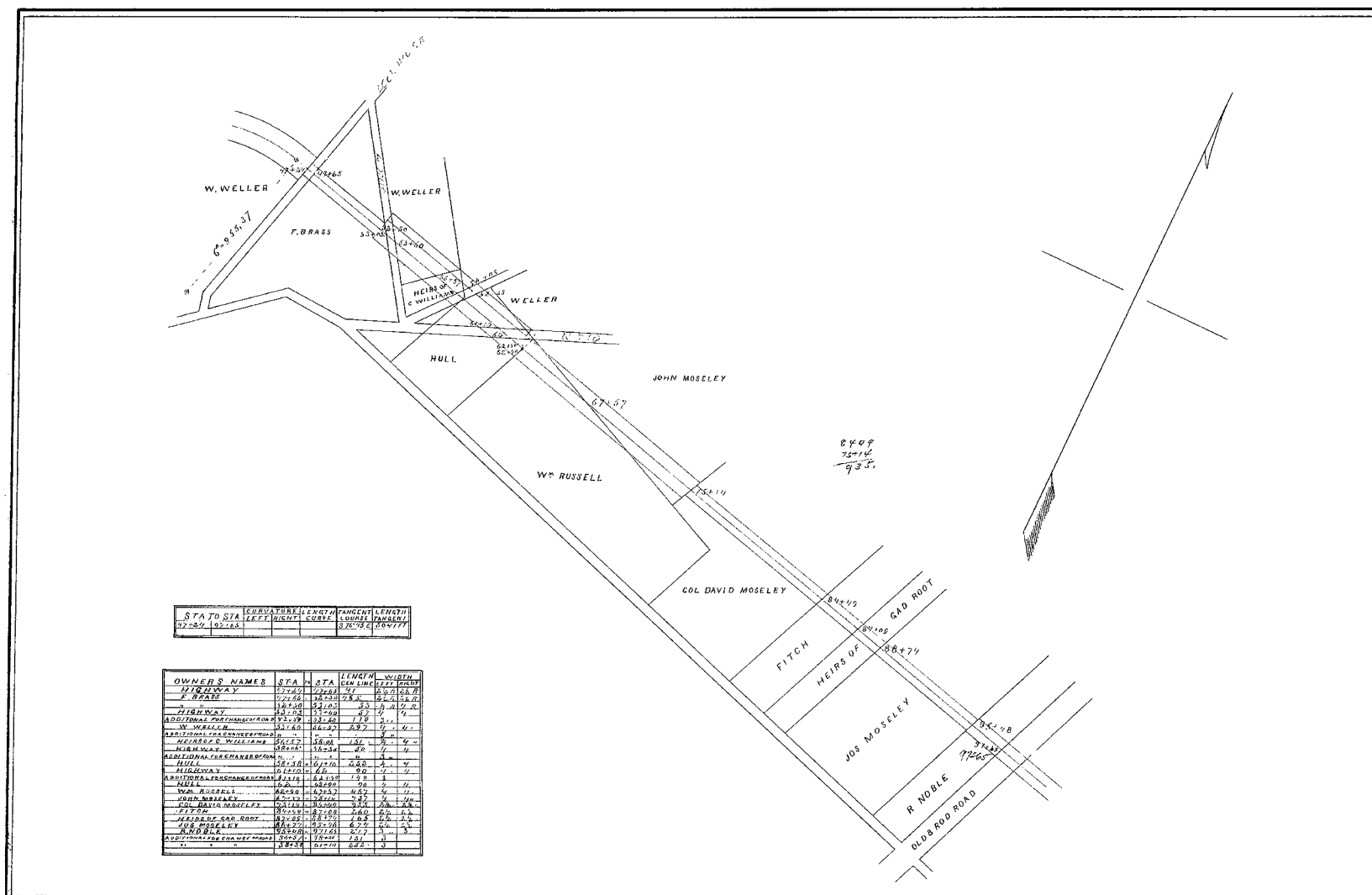
Mosely,David

Fitch

Root,Gad(heirs)

Moseley,Jos







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Holyoke & Westfield Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

Old Rd

### ***Abutter Names located on Plan***

Noble,R

Noble,Wm

Towler,Royal

Kellogg,Chas

Taylor Bros

McCullen,P

Tierney,M

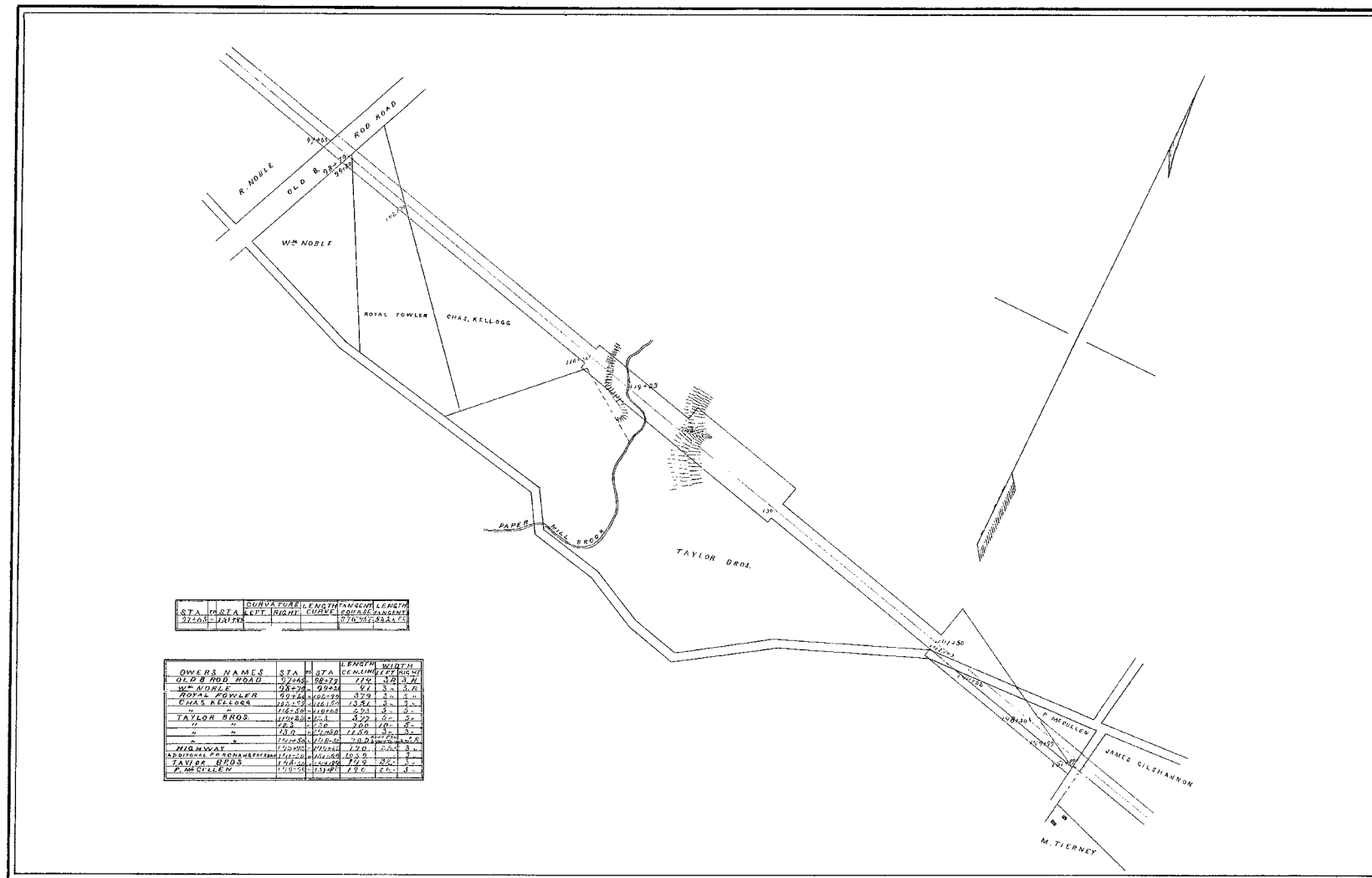
Gilshannon,James

***Stations***   97+65-151

### ***Landmarks located on Plan***

Paper Mill Brook





| STA.   | TO STA. | CURVATURE | LENGTH | TANGENT | LENGTH |
|--------|---------|-----------|--------|---------|--------|
| 100+00 | 100+00  | LEFT      | RIGHT  | CURVE   | CURVE  |
| 100+00 | 100+00  | 100+00    | 100+00 | 100+00  | 100+00 |

| OWNERS NAMES     | STA.   | STA.   | LENGTH | WIDTH |
|------------------|--------|--------|--------|-------|
| OLD B. ROAD      | 100+00 | 100+00 | 100    | 10    |
| W. NOBLE         | 100+00 | 100+00 | 100    | 10    |
| ROYAL FOWLER     | 100+00 | 100+00 | 100    | 10    |
| CHAS. KELLOGG    | 100+00 | 100+00 | 100    | 10    |
| TAYLOR BROS.     | 100+00 | 100+00 | 100    | 10    |
| JAMES GILSHANNON | 100+00 | 100+00 | 100    | 10    |
| M. TIERNEY       | 100+00 | 100+00 | 100    | 10    |



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Holyoke & Westfield Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Westfield  
West Springfield

### ***Roads located on Plan***

Hgy

***Stations***   151+89-230

### ***Landmarks located on Plan***

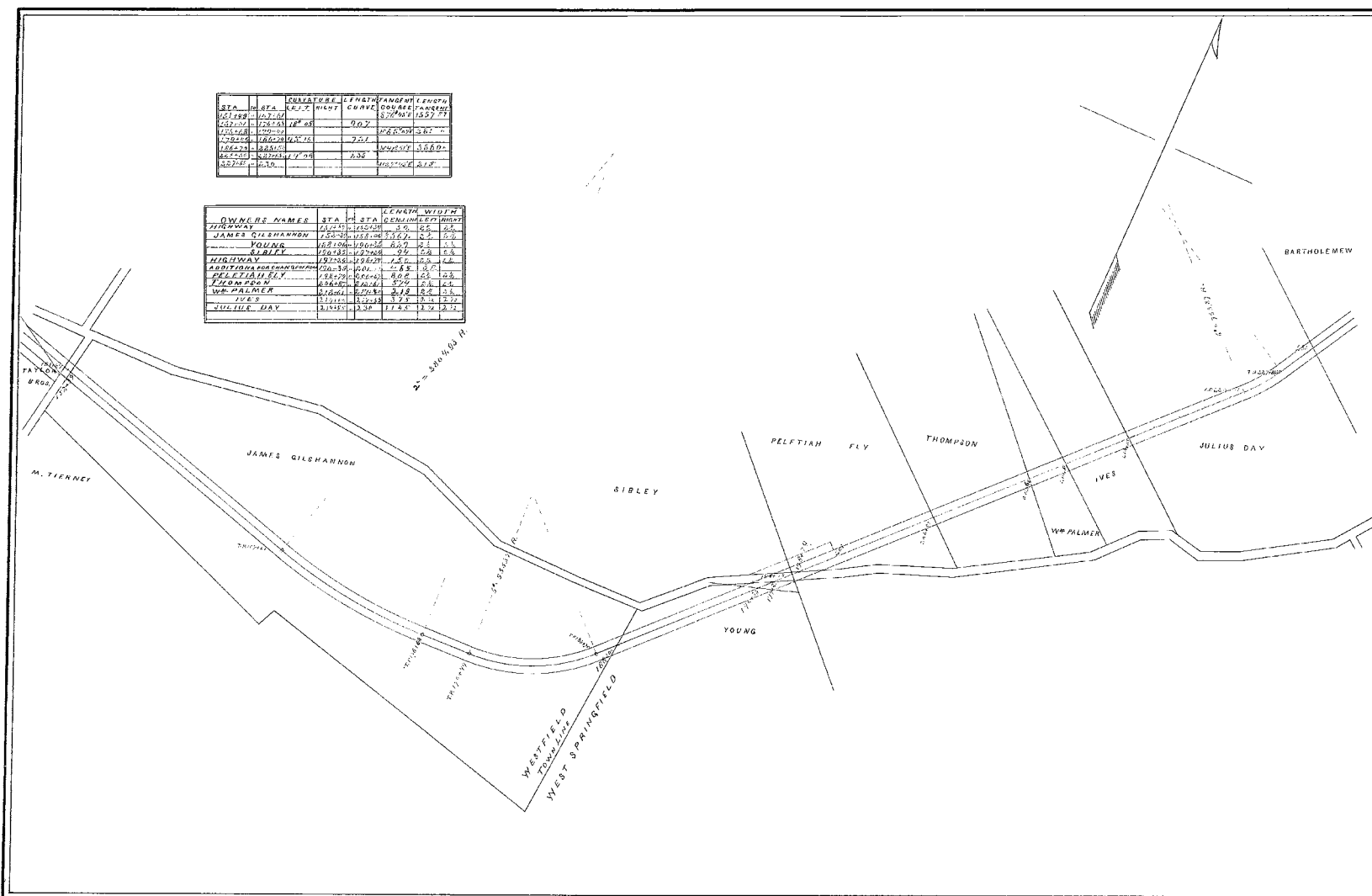
### ***Abutter Names located on Plan***

Taylor Bros  
Tierney,M  
Gilshannon,James  
Sibley  
Young  
Ely,Peletiah  
Thompson  
Palmer,Wm  
Ives  
Day,Julius  
Bartholemew



| STA.   | STA.   | CURVATURE | LENGTH | TRANSITION | LENGTH |
|--------|--------|-----------|--------|------------|--------|
| 100+00 | 100+00 | RIGHT     | 100.00 | 100.00     | 100.00 |
| 100+00 | 100+00 | RIGHT     | 100.00 | 100.00     | 100.00 |
| 100+00 | 100+00 | RIGHT     | 100.00 | 100.00     | 100.00 |
| 100+00 | 100+00 | RIGHT     | 100.00 | 100.00     | 100.00 |
| 100+00 | 100+00 | RIGHT     | 100.00 | 100.00     | 100.00 |
| 100+00 | 100+00 | RIGHT     | 100.00 | 100.00     | 100.00 |
| 100+00 | 100+00 | RIGHT     | 100.00 | 100.00     | 100.00 |
| 100+00 | 100+00 | RIGHT     | 100.00 | 100.00     | 100.00 |
| 100+00 | 100+00 | RIGHT     | 100.00 | 100.00     | 100.00 |
| 100+00 | 100+00 | RIGHT     | 100.00 | 100.00     | 100.00 |

| OWNER'S NAME       | STA.   | STA.   | LENGTH | WIDTH  |
|--------------------|--------|--------|--------|--------|
| ROADWAY            | 100+00 | 100+00 | 100.00 | 100.00 |
| JAMES GILSHANNON   | 100+00 | 100+00 | 100.00 | 100.00 |
| YOUNG              | 100+00 | 100+00 | 100.00 | 100.00 |
| ROADWAY            | 100+00 | 100+00 | 100.00 | 100.00 |
| ADDITIONAL ROADWAY | 100+00 | 100+00 | 100.00 | 100.00 |
| DEVELOPMENT        | 100+00 | 100+00 | 100.00 | 100.00 |
| THOMPSON           | 100+00 | 100+00 | 100.00 | 100.00 |
| W. PALMER          | 100+00 | 100+00 | 100.00 | 100.00 |
| IVES               | 100+00 | 100+00 | 100.00 | 100.00 |
| JULIUS DAY         | 100+00 | 100+00 | 100.00 | 100.00 |







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Holyoke & Westfield Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

West Springfield

Holyoke

### ***Roads located on Plan***

Hgy

### ***Abutter Names located on Plan***

Day, Julius

Bartholemew

Dibble

Allen, James

Odonnell, T

***Stations***   230-294+19

### ***Landmarks located on Plan***



| OWNER NAMES                   | STA    | TO STA | LENGTH<br>CENTERLINE | WIDTH<br>FEET HEIGHT |
|-------------------------------|--------|--------|----------------------|----------------------|
| BARTHOLOMEW                   | 233    | 252.20 | 5.91                 | 24.0 7.50            |
| BARLE                         | 252.40 | 259.45 | 7.05                 | 24.0 7.50            |
| HIGHWAY                       | 259.72 | 279.24 | 19.52                | 24.0 7.50            |
| ADDITIONAL FOR CHANGE OF ROAD | 279    | 279.24 | 0.24                 | 8' 7.50              |
| " " " "                       | 279    | 279.24 | 0.24                 | 8' 7.50              |
| " " " "                       | 279    | 279.24 | 0.24                 | 8' 7.50              |



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Holyoke & Westfield Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Holyoke

### ***Roads located on Plan***

Hgy

***Stations***   294+19-375

### ***Landmarks located on Plan***

Ely Brook

### ***Abutter Names located on Plan***

Dibble

Odonnell, T

Allen, James

Bowler, M

Ashley

Kellogg

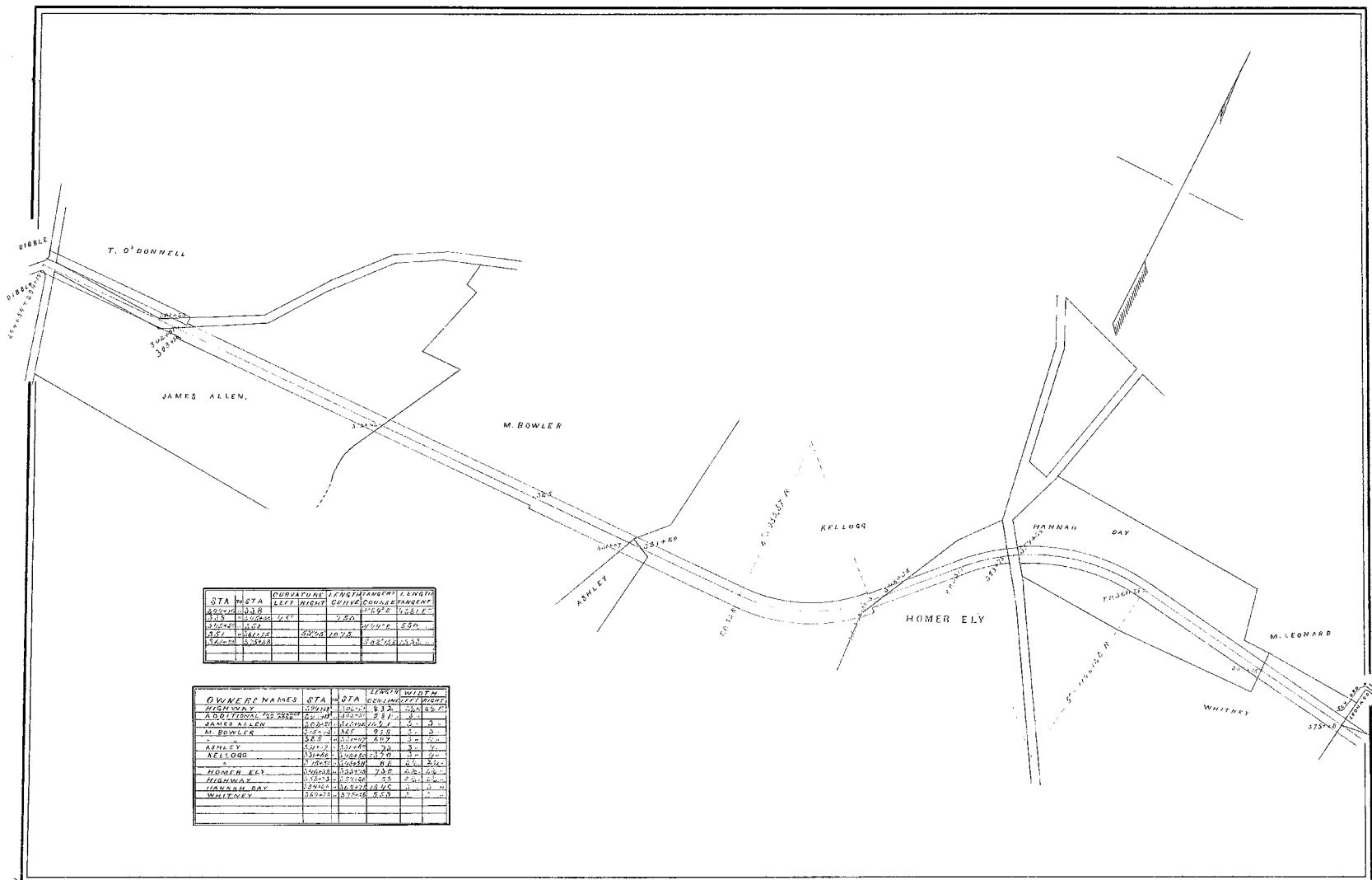
Ely, Homer

Day, Hannah

Whitney

Leonard, M







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Holyoke & Westfield Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Holyoke

### ***Roads located on Plan***

Hgy

***Stations***   375+28-431

### ***Landmarks located on Plan***

Ely Brook

### ***Abutter Names located on Plan***

Whitney                      Day, A&L

Leonard,M                      Day

Leonard

Alexander & Linus Day

Griffin,Patrick

Ely,Peletiah

Stursberg

Davis,JS

Ingleside

Keenan

Holyoke Town







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Holyoke & Westfield Railroad Co

### **Date Recorded**

1/23/1871

### **Shelf**

16

### **Page**

9

### **Towns located on Plan**

Holyoke

### **Roads located on Plan**

South St

Front St

### **Abutter Names located on Plan**

Day, A&L

Day

Ely, W

Ely

Day, I

Gates, S

Day, Phebe

Brown

Holyoke Water Power Co

### **Landmarks located on Plan**

Connecticut River

Culvert

2nd Canal

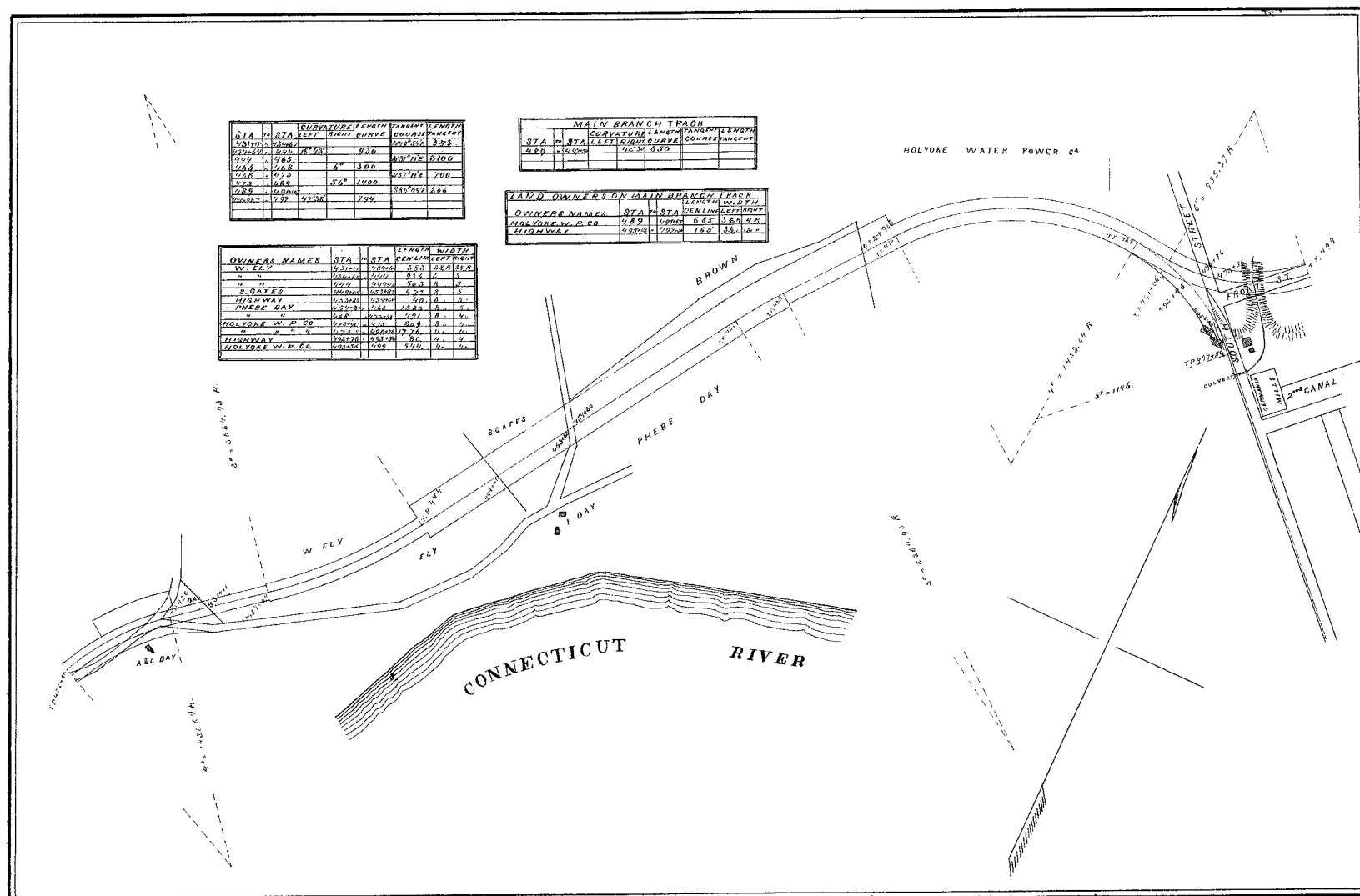
### **Stations**

431+11-499

| MAIN BRANCH TRACK |         |     |                         |                 |                           |
|-------------------|---------|-----|-------------------------|-----------------|---------------------------|
| STA               | PI      | STA | CURVATURE<br>LEFT RIGHT | LENGTH<br>CURVE | TANGENT<br>COURSE TANGENT |
| 429               | 429.000 |     | 142.30                  | 6.50            |                           |
|                   |         |     |                         |                 |                           |
|                   |         |     |                         |                 |                           |

| LAND OWNERS ON MAIN BRANCH TRACK |     |        |        |       |
|----------------------------------|-----|--------|--------|-------|
| OWNERS NAMES                     | STA | IN STA | LENGTH | WIDTH |
|                                  |     |        | FEET   | FEET  |
| MOLYNEUX P CO                    | 489 | 495    | 65     | 36    |
| HIGHWAY                          | 495 | 510    | 15     | 36    |

| OWNERS NAMES      | STA      | STA     | LEFT | RIGHT | WIDTH |
|-------------------|----------|---------|------|-------|-------|
| W. ELY            | 91-2110  | 128000  | 55.5 | 24.5  | 80    |
| "                 | 91-2110  | 128000  | 55.5 | 24.5  | 80    |
| "                 | 4-54     | 91-2110 | 50.5 | 8     | 5     |
| S. GATES          | 24-9105  | 92-1100 | 4.7  | 8     | 5     |
| HIGHWAY           | 5-3-280  | 92-200  | 40.0 | 8     | 5     |
| PIEBE OAK         | 6-22-22  | 91-260  | 13.0 | 8     | 5     |
| "                 | 6-22-22  | 91-260  | 13.0 | 8     | 5     |
| HOLYOKE W. P. CO  | 91-2-250 | 91-250  | 2.8  | 8     | 5     |
| "                 | 11-2-5   | 90-280  | 17.2 | 11    | 5     |
| HIGHWAY           | 90-270   | 91-580  | 80   | 4     | 5     |
| HOLYOKE W. P. CO. | 91-2-250 | 92      | 5.4  | 4     | 5     |







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Holyoke & Westfield Railroad Co

### **Date Recorded**

1/23/1871

### **Shelf**

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### **Towns located on Plan**

Holyoke

### **Roads located on Plan**

Front St

Hgy

Race St

Front St

Main St

High St

Appleton St

Dwight St

Canal St

### **Landmarks located on Plan**

2nd Canal

Upper Level Canal

Lower Level Canal

Connecticut River

County Bridge

### **Abutter Names located on Plan**

Holyoke Water Power Co

Hadley Co

Franklin Paper Co

Parsons Co

Union Paper Co

Gas Co

Riverside Paper Co

Mount Tom Co

Holyoke Water Power Co

Conn River RR

Lea & Fallon

Brown Whiting & Holman

Albion Co

Hampden Co

Valley Paper Co

### **Stations**

497+50-629

| STA | STA | CORRECTION | LENGTH |
|-----|-----|------------|--------|
| 100 | 100 | 0.00       | 100.00 |

| LINE | STATION | BRANCH | FRANK |
|------|---------|--------|-------|
| 1    | 100     | 100    | 100   |

| LINE | STATION | BRANCH | FRANK |
|------|---------|--------|-------|
| 1    | 100     | 100    | 100   |

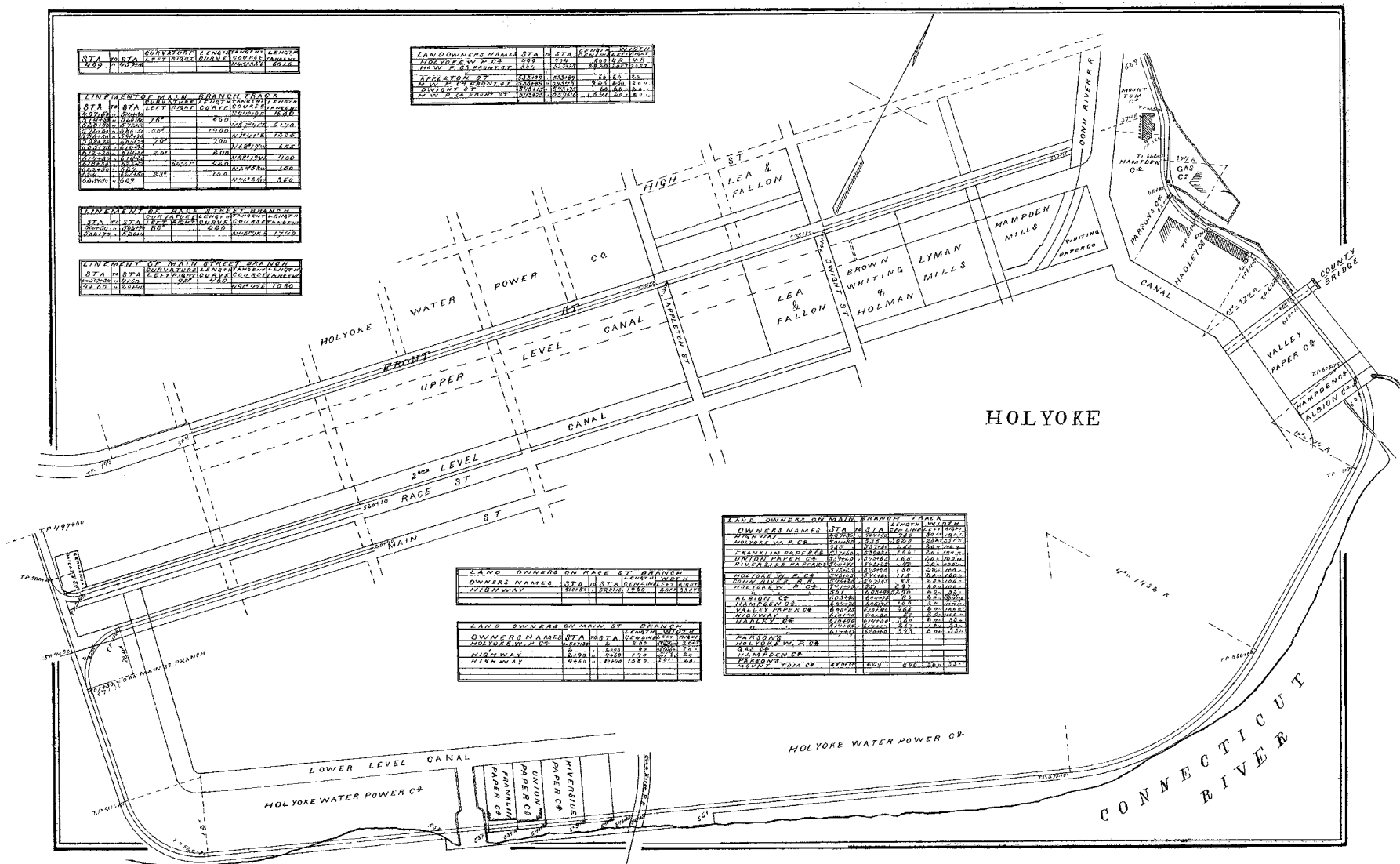
| LINE | STATION | BRANCH | FRANK |
|------|---------|--------|-------|
| 1    | 100     | 100    | 100   |

| LAND OWNERS NAME | STA | STA | LENGTH |
|------------------|-----|-----|--------|
| 100              | 100 | 100 | 100.00 |

| LAND OWNERS ON MAIN BRANCH FRANK | OWNERS NAME | STA | STA | LENGTH |
|----------------------------------|-------------|-----|-----|--------|
| 100                              | 100         | 100 | 100 | 100.00 |

| LAND OWNERS ON MAIN ST BRANCH | OWNERS NAME | STA | STA | LENGTH |
|-------------------------------|-------------|-----|-----|--------|
| 100                           | 100         | 100 | 100 | 100.00 |

| LAND OWNERS ON MAIN ST BRANCH | OWNERS NAME | STA | STA | LENGTH |
|-------------------------------|-------------|-----|-----|--------|
| 100                           | 100         | 100 | 100 | 100.00 |





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Holyoke & Westfield Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

2/3/1871   17   1

***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

***Stations***

***Landmarks located on Plan***

Cover Sheet



LOCATION OF LANDS  
IN THE  
**COUNTY OF HAMPDEN**  
By the  
**HOLYOKE AND WESTFIELD RAILROAD COMPANY**  
And the  
**NEW HAVEN AND NORTHAMPTON COMPANY**  
**THE NEW YORK NEW HAVEN AND HARTFORD**  
**RAILROAD COMPANY**  
LESSEE  
ON THE HOLYOKE AND WESTFIELD RAILROAD

Under Chapter 356 of Massachusetts Acts of 1895

*Hampden, ss.  
Office of the Clerk of the County Commissioners.  
Filed Feb. 3rd, 1897.  
Attest: *Robert O Morris* Clerk.*

*Boston, Jan. 26, 1897  
I certify that this Record of location of lands  
is prepared in conformity with the Rules prescribed  
by the Board of Railroad Commissioners under  
Act. 75 Chap. 112, P.S.  
Mark Crafts, Clerk*



## HAMPDEN COUNTY RAILROAD PROJECT

### Name of Railroad

Holyoke & Westfield Railroad Co

### Date Recorded

2/3/1871

### Sheet

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### Page

2

Towns located on Plan

Roads located on Plan

Abutter Names located on Plan

### Stations

### Landmarks located on Plan

Description Sheet



Notes of the Holyoke and Westfield Railroad Company:

At a meeting of the Board of Directors of the Holyoke and Westfield Railroad Company held pursuant to notice at the office of the Company in Holyoke, Massachusetts, on the nineteenth day of January 1897, a quorum being present, the President presented to the Board the following written descriptions and plans of a location upon lands heretofore purchased or acquired by the Company for railroad purposes and after examination thereof it was

Resolved That the President be directed to authenticate said plans by his signature and that the Directors do certify said plans and that the same be filed with the County Commissioners of the County of Hampden as and for a location upon and taking of said lands pursuant to Chapter 356 of the Acts of the Legislature of Massachusetts for the year 1895, and Acts in addition thereto in amendment thereof.

J. R. D. [Signature]  
 Clerk of the Holyoke and Westfield Railroad Company.  
 Sec. of the Holyoke and Westfield Railroad Company.

Notes of the New Haven and Northampton Company:

At a meeting of the Board of Directors of the New Haven and Northampton Company held pursuant to notice at the office of the Company in the city of New Haven, Connecticut, on the Fifth day of January 1897, a quorum being present, the President presented to the Board the following written descriptions

and plans of a location upon lands heretofore purchased or acquired by the Company for railroad purposes and after examination thereof it was

Resolved That the President be directed to authenticate said plans by his signature, and that the Directors do certify said plans, and that the same be filed with the County Commissioners of the County of Hampden as and for a location upon and taking of said lands pursuant to Chapter 356 of the Acts of the Legislature of Massachusetts for the year 1895, and Acts in addition thereto in amendment thereof.

Edward A. Roy, Secy.

Whereas:

the Holyoke and Westfield Railroad Company and the New Haven and Northampton Company have each heretofore purchased or acquired for railroad purposes certain lands in the County of Hampden which are hereinafter described as belonging to them respectively, and are all in the possession of The New York, New Haven and Hartford Railroad Company as Lessee;

Whereas, by Chapter 356 of the Acts of the Legislature of Massachusetts for the year 1895, it is provided that "a railroad corporation may file a location of any lands purchased or acquired by it for railroad purposes";

Now Therefore, by request of The New York, New Haven and Hartford Railroad Company as Lessee; the Holyoke and Westfield

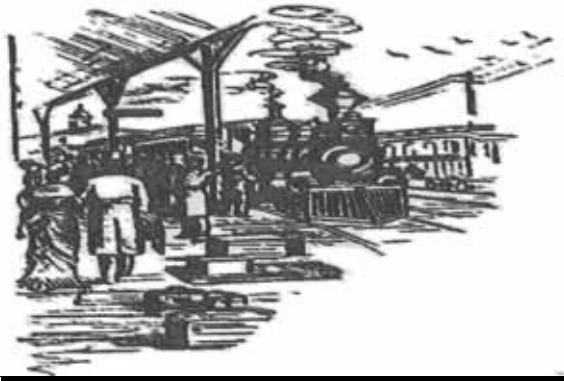
Railroad Company and the New Haven and Northampton Company do hereby file with the County Commissioners of the County of Hampden, the following written descriptions and the annexed plans each plan authenticated by the signatures of the Presidents of said companies, which plans together with all words, figures, lines, letters and directions thereon are to be taken together with the written descriptions to show the lands located upon and for a location upon and taking of said parcels of land therein described for railroad purposes, according to their respective interests therein, pursuant to the provisions of Chapter 356 of the Acts of the Legislature of Massachusetts for the year 1895, and any Acts in addition thereto in amendment thereof.

— DESCRIPTIONS —

Sheet No 1. Parcel No 1. All that certain piece or parcel of land situated in the Town of Westfield, County of Hampden, State of Massachusetts, belonging to the Holyoke and Westfield Railroad Company bounded and described as follows:  
 Northerly and Easterly by the land of Charles Kellogg, Southerly by the location of the Holyoke and Westfield Railroad Company, Westerly by the old 8 road road, as shown on said sheet and on said plan.

Sheet No 1. Parcel No 2. All that certain piece or parcel of land situated in the Town of Westfield, County of Hampden, State of Massachusetts, belonging to the Holyoke and Westfield Railroad Company, bounded and described as follows:  
 Northerly in part by the location of the Holyoke and Westfield Railroad Company and in part by the land of Charles Kellogg, Easterly by the land of Charles Kellogg, Southerly by the land formerly of Royal Fowler, Westerly by the land of Williams Noble, as shown on said sheet and on said plan.

Sheet No 2. Parcel No 1. All that certain piece or parcel of land situated in the Town of Holyoke County of Hampden State of



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Holyoke & Westfield Railroad Co

### ***Date Recorded***

2/3/1871

### ***Sheet***

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***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Sheet



Massachusetts, belonging to the Holyoke and Westfield Railroad Company, bounded and described as follows. Commencing at a point in the center of the main line 60 feet south of the present tangent point of the main line, thence by a 5° curve right and easterly a distance of 745 feet, with a width of 4 rods right and 3½ rods left; thence on same curve a distance of 150 feet to point of tangent, and with a width on the right running from 4 rods to a width of 2 rods at the tangent point, and on the left a width of 3½ rods, said tangent point being 10 feet north of the southerly line of South Street, and the tangent from said point being parallel to so much of South Street as lies west of Race Street, as shown on said sheet colored pink.

Sheet No 2. Parcel No 2. All that certain piece or parcel of land situated in the Town of Holyoke, County of Hampden, State of Massachusetts, belonging to the Holyoke and Westfield Railroad Company, bounded and described as follows. Commencing at a point on the easterly line of Main Street a distance of 395 feet from the southerly water line of the third level canal and running parallel to said line of canal 250 feet, thence to a point 380 feet at right angles to said water line, thence running parallel to said line of canal to a point at right angles to and 380 feet easterly of the easterly water line of the canal and 1480 feet southerly of the line of upper face of south wing wall to overflow with a width on side toward canal of 30 feet at grade, thence from said point which is 380 feet from said third level canal to a point 419½ feet southerly of said south line of upper face of overflow with a width of 30 feet at grade on side toward canal or westerly, thence to the above named point on the south line of upper face of overflow which is at right angles to and 420 feet from the easterly water line of said third level canal with a width of 40 feet at grade on the side toward the canal or westerly, thence from a point at right angles to and 430 feet from the easterly water line of said third level canal and in line of the upper

face of the south wing to the overflow a distance of about 156 feet to the south line of the Franklin Paper Company's land, with a width of 60 feet on the side toward the canal, as shown on said sheet colored pink.

Sheet No 2. Parcel No 3. All that certain piece or parcel of land situated in the Town of Holyoke, County of Hampden, State of Massachusetts, belonging to the Holyoke and Westfield Railroad Company, bounded and described as follows. Commencing at a point in the northerly division line between the lands formerly of the Franklin Paper Company and Union Paper Manufacturing Company at right angles to and 398 feet 6 inches easterly from the easterly water line of the third level canal, thence running northerly parallel to and 398 feet 6 inches from said easterly water line about 185 feet to the land formerly of the Rumrill Paper Company, thence easterly on the division line between the lands of the Union Paper Manufacturing Company and the Rumrill Paper Company to the Connecticut River, thence southerly along the Connecticut River to the first mentioned division line, thence along said division line to the point or place of beginning, as shown on said sheet colored pink.

Sheet No 2. Parcel No 4. All that certain piece or parcel of land situated in the Town of Holyoke, County of Hampden, State of Massachusetts, belonging to the Holyoke and Westfield Railroad Company, bounded and described as follows. Commencing at a point 430 feet from the easterly water line of the third level canal on the line of the northerly boundary of the Rumrill Paper Company's land thence running northerly on a line parallel to and 430 feet easterly from said easterly water line of said third level canal, to the southerly line of the Connecticut River Railroad Company's location, with a width of 60 feet at grade on the side toward the canal or westerly, as shown on said sheet colored pink.

Sheet No 3. Parcel No 1. All that certain piece or parcel of land situated in the Town of Holyoke, County of Hampden, State of Massachusetts, belonging to the Holyoke and Westfield Railroad Company, bounded and described as follows.

Commencing at a point in the northerly line of the Connecticut River Railroad Company's location, at right angles to and 430 feet from the easterly water line of the third level canal produced and running northerly on a line parallel to and 430 feet from said water line of said third level canal about 200 feet, thence on a 6° curve right for about 200 feet to a point which is 1700 feet northerly from the southerly line of upper face of south wing wall to overflow and 420 feet easterly from the projected east line of second level canal, with a width of 60 feet on the side toward the canal, thence from a point at right angles to and 410 feet easterly of the easterly water line of the projected east line of the second level canal and 1700 feet from said line of upper face of south wing wall of overflow parallel to said line of the projected canal, a distance of about 4384 feet to a point at right angles to the easterly water line and to a point tangent of projected second level canal and 410 feet easterly of the same point with a total width of 30 feet at grade on the side toward the canal or westerly, said point tangent in canal being at the southerly end of the compound curve in canal which commences near the Albion Paper Mills. Thence by a 7°30' curve Radius 765 feet to the left and westerly to the easterly line of lands of the Albion Paper Company with a total width on the side toward the canal of 30 feet at grade as shown on said sheet colored pink.

Sheet No 3. Parcel No 2. All that certain piece or parcel of land situated in the Town of Holyoke, County of Hampden, State of Massachusetts, belonging to the Holyoke and Westfield Railroad Company, bounded and described as follows. Commencing at a point in the division line between lands of the Crocker Manufacturing Company and the Valley Paper Company and 385 feet from the second level canal, thence easterly 150 feet on a line parallel to said water line thence 101 feet to a point 371 feet from said water line measured on a line parallel to the line of the land of the Valley Paper Company, thence 86 feet to a point in a line between the land of the Crocker Manufacturing Company and of the Albion Paper Company, which point is 245 feet from said water line of second level canal, thence northerly to the land of the Holyoke Water Power Company thence westerly along the lands of the Holyoke Water Power Company and the Holyoke and Westfield Railroad Company to the first mentioned division line, thence along said division line to the point or place





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Holyoke & Westfield Railroad Co

### ***Date Recorded***

2/3/1871

### ***Sheet***

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### ***Page***

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***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Sheet



of beginning as shown on said shut colored plans.

Sheet No 3. Parcel No 3. All that certain piece or parcel of land situated in the Town of Holyoke, County of Hampden, State of Massachusetts, belonging to The New Haven and Northampton Company, bounded and described as follows.

Commencing at a point in the division line between the lands of the Crocker Manufacturing Company and the Valley Paper Company and 310 feet northerly of the northerly water line of the second level canal, Thence northerly at right angles to said division line and parallel to said water line of canal to the easterly line of Bridge Street, Thence northerly along the easterly line of Bridge Street about 70 feet to a point 380 feet westerly from the water line of the canal, Thence in an easterly direction about 38 feet to a point 410 feet from and at right angles to the northerly water line of the canal, Thence easterly 367 feet to the above mentioned division line, Thence southerly along said division line 101 feet to the place or point of beginning, as shown on said shut colored plans.

Sheet No 3. Parcel No 4. All that certain piece or parcel of land situated in the Town of Holyoke, County of Hampden, State of Massachusetts, belonging to the Holyoke and Westfield Railroad Company, bounded and described as follows.

Commencing at a point in the westerly line of Bridge Street, Thence southerly along Bridge Street to a point 60 feet from the corner of the southwest abutment of the Connecticut River Bridge, Thence southerly about 445 feet to a point 30 feet from top face of River wall and in line with the easterly face of the Hadley Company's Spool and Repair Shop, Thence northerly in line of the face of the shop 30 feet to top of the River wall, Thence easterly by the River wall to the point or place of beginning, as shown on said shut colored plans.

Sheet No 3. Parcel No 5. All that certain piece or parcel of land situated in the Town of Holyoke, County of Hampden, State of Massachusetts, belonging to the Holyoke and Westfield Railroad Company, bounded and described as follows.

Commencing at a point on the northeasterly boundary of lands now or formerly of the Hadley Company, Thence by a 16° curve right, radius 359 feet about 156 feet to point of tangency thence by said tangent about 134 feet across the tail race of the Holyoke Water Power Company to the point of beginning of curve of 18° 30' to the left, radius 311 feet, Thence by said curve, about 124.6 feet, to point of tangency, thence by said tangent 399 feet to the point of beginning of a curve of 13° 45' to the right, radius 418 feet, Thence by said curve about 87.5 feet to point of tangency, Thence by said tangent about 83.8 feet to the point of beginning of a curve of 13° 20' to the right, radius 430.7 feet, thence by said curve about 95 feet to the intersection of the curve with the boundary line of the land formerly of the Mount Town Paper Company, being 20 feet in width on the right, and 20 feet in width on the left of the above described line, from the place of beginning to the top face of the easterly retaining wall of the Holyoke Water Power Company's Gas Works, and from said wall to the land formerly of the Mount Town Paper Company, 16 1/4 feet in width on the left of said line, and to the top face of the river retaining wall of Holyoke Water Power Company's Gas Works on the right, as shown on said shut colored plans.

The Courses mentioned in the foregoing description and shown upon the annexed plans, are magnetic.

The subscribers a majority of the Directors of the Holyoke and Westfield Railroad Company, Certify the plans referred to in the foregoing preamble and contained in this book and numbered from 1 to 3 both inclusive.

E. M. Chapin  
H. A. Sprague  
J. M. D. Ash  
A. B. Reed  
C. B. Bennett

Directors

The subscribers a majority of the Directors of the New Haven and Northampton Company, Certify the plans referred to in the foregoing preamble and contained in this book and numbered from 1 to 3 both inclusive

Charles H. Pearce

W. J. Bond

Arthur Wolcott

J. S. Smith

Wm E. Barnard

Directors



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Holyoke & Westfield Railroad Co

### ***Date Recorded***

2/3/1871

### ***Sheet***

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### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

Old Rd

***Stations*** 95+48-130

### ***Landmarks located on Plan***

Paper Mill Brook

### ***Abutter Names located on Plan***

Noble,R

Whitney,MB

Noble,Wm

H & W RR Co

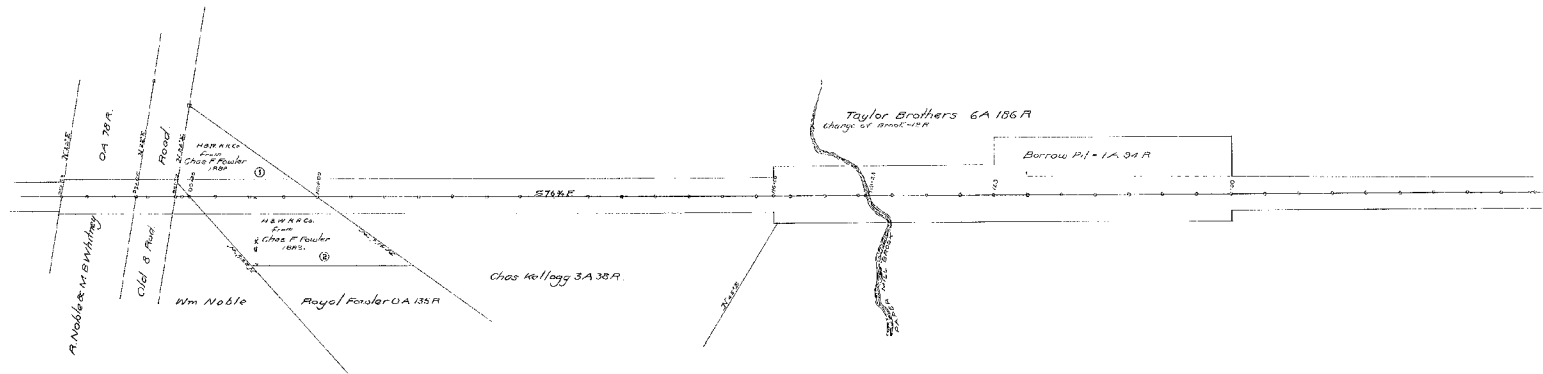
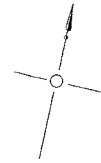
Fowler,Chas F

Fowler,Royal

Kellog,Chas

Taylor Brothers





LOCATION PLAN No 1.

*Scale 200 feet to an inch.*

*William B. Prescott* PRESIDENT HOLYOKE AND WESTFIELD RAILROAD COMPANY

*Wm. J. Lawrence* PRESIDENT HEATH HATCH AND NORTHAMPTON COMPANY



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Holyoke & Westfield Railroad Co

### **Date Recorded      Sheet      Page**

2/3/1871      17      6

### **Towns located on Plan**

Holyoke

### **Roads located on Plan**

High St  
South St  
Front St  
Race St  
Main St  
Jackson St  
Sargeant St  
Cabot St

### **Stations**

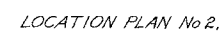
### **Landmarks located on Plan**

First Level Canal  
Second Level Canal  
Third Level Canal  
Connecticut River  
Overflow

### **Abutter Names located on Plan**

H & W RR Co      Conn River RR  
Holyoke W P Co  
Newton Paper Co  
Excelsior Paper Co  
Springfield Blanket Co  
Franklin Paper Co  
H & W RR Co  
Union Paper Co  
Riverside Paper Co  
H & W RR Co  
Holyoke Water Power Co





*William B. Ellis*  
PRESIDENT HOLYOK AND WESTFIELD RAILROAD COMPANY

*Mark F. ...* - PRESIDENT NEW HAVEN AND NORTHAMPTON COMPANY

*Scale 200 feet to an inch.*



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Holyoke & Westfield Railroad Co

### **Date Recorded**

2/3/1871

### **Shelf**

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### **Towns located on Plan**

Holyoke

### **Roads located on Plan**

Main St

Dwight St

Race St

Center St

East St

Bridge St

Summer St

Lyman St

West St

Front St

Fountain St

Prospect St

Bridge St

### **Abutter Names located on Plan**

Holyoke Water Power Co

Holyoke & Westfield RR Co

Albion Paper Co

Crocker Mfg Co

Valley Paper Co

NH & N Co

Hadley Co

H & W RR

Gas Works

Mt Tom Paper Co

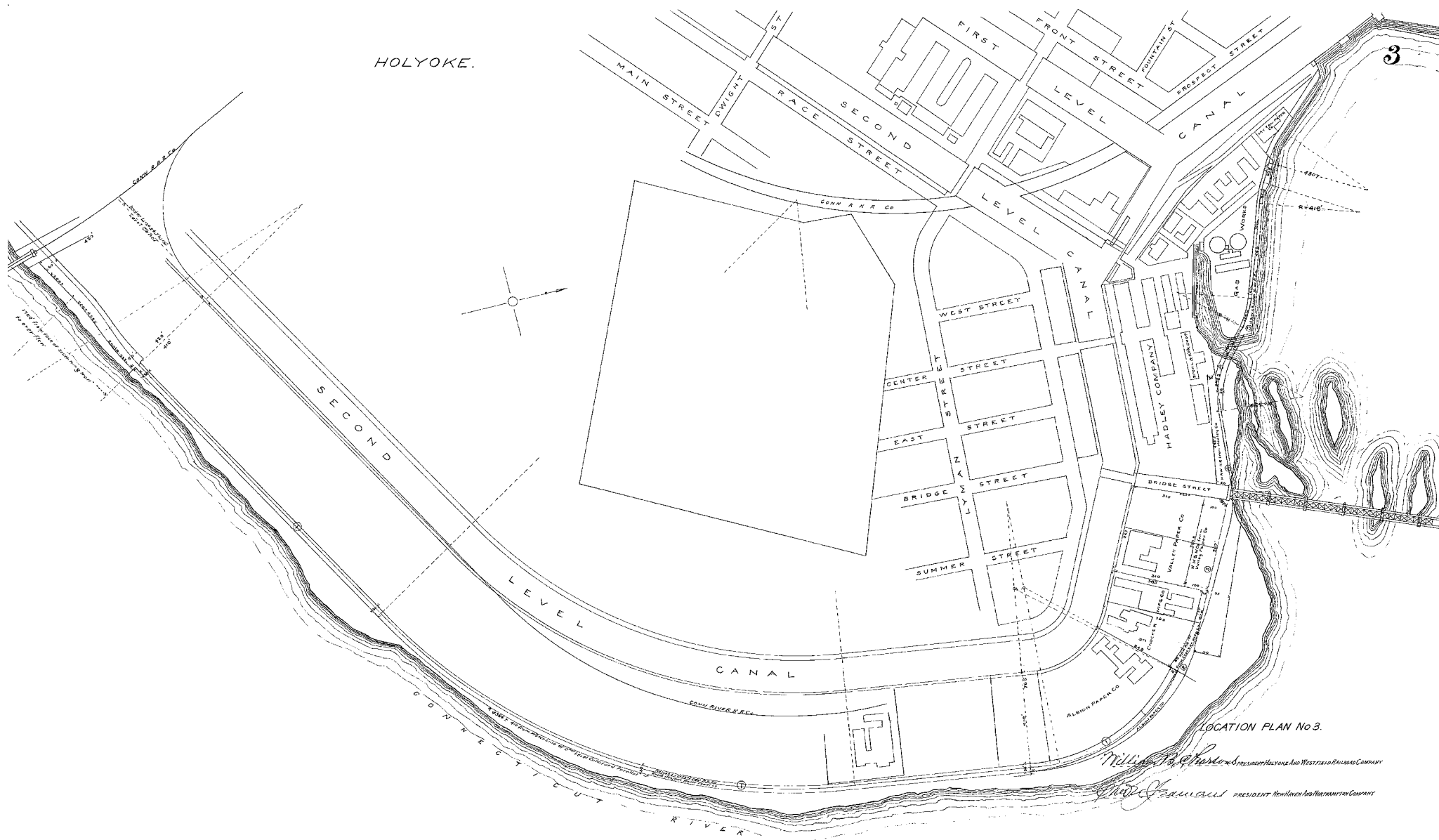
### **Landmarks located on Plan**

Connecticut River

Second Level Canal

First Level Canal

### **Stations**



HOLYOKE.

LOCATION PLAN No 3.

*William A. Burleigh* President Holyoke and Westfield Railroad Company  
*John S. Hall* President New Haven and Hartford Company

Scale 200 feet to an inch.





## HAMPDEN COUNTY RAILROAD PROJECT

### Name of Railroad

Hartford & Connecticut Railroad(Springfield Branch)

### Date Recorded

6/15/1898

### Sheet

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1

Towns located on Plan

Roads located on Plan

Abutter Names located on Plan

### Stations

### Landmarks located on Plan

Description Sheet



# Springfield Branch Hartford and Connecticut Western Railroad.

| STATEMENT OF ALIGNMENT  |        |                           |        |   |
|---|--------|---------------------------|--------|---|
| Station 415+46 to Station 409+32.5 Tangent S 18°45' W Length 613.5 feet |        |                           |        |   |
| 409+32.5  | 402+77 | 5° curve right for 19°40' | 655.5  | - |
| 402+77  | 372+15 | Tangent S 37°57' W        | 3062.0 | - |
| 372+15  | 369+49 | 1° curve Left for 2°40'   | 266.0  | - |
| 369+49  | 350+82 | Tangent S 35°17' W        | 1867.0 | - |
| 350+82  | 341+75 | 3° curve Left for 27°13'  | 907.0  | - |
| 341+75  | 285+61 | Tangent S 8°04' W         | 5614.0 | - |
| 285+61  | 256+83 | 1° curve right for 28°46' | 2878.0 | - |
| 256+83  | 249+23 | Tangent S 31°50' W        | 760.0  | - |
| 249+23  | 241+23 | 1° curve Left for 3°00'   | 800.0  | - |
| 241+23  | 234+09 | Tangent S 28°50' W        | 714.0  | - |
| 234+09  | 227+34 | 2° curve right for 14°08' | 675.0  | - |
| 227+34  | 199+34 | Tangent S 43°08' W        | 2800.0 | - |
| 199+34  | 195+44 | 2° curve right 7°28'      | 390.0  | - |

| DESCRIPTION OF LOCATION   |
|---|
| In accordance with the provisions of chapter 112 of the public Statutes of the Commonwealth, the Hartford and Connecticut Western Railroad Company makes and files this location of its rail-road in the towns of Agawam and West Springfield in county of Hampden, Massachusetts, as shown on the accompanying map in two sheets, and statement of alignment, which map and statement are hereby made a part of this location. |
| Said map begins at a point on the Connecticut, Massachusetts State line and shows the location from said point to a point of connection with the Boston and Albany Rail-road in said town of West Springfield.  |
| This location covers and includes all the land embraced within and bounded by the lines tinted red on said map.   |
| The center line of location is in center of track as located, is shown in red on said map and begins at said state line, said point of beginning is designated on said map as station 415+46  |
| The said statement of Alignment shows the magnetic courses of the center line taken in 1889.  |
| The distances of the outside lines of location from the base line are stated in figures upon said map   |

Hampden, ss. I certify that the within plan was filed in the office of the Clerk of the County Commissioners for said County, on the 15th day of June, 1898.  
Robert O. Mendenhall, Clerk.

Hartford and Connecticut Western Railroad

By: *[Signature]*  
President

Boston, June 14, 1898.

I certify that the record of location is prepared in conformity to the Rules prescribed by the Board of Railroad Commissioners under the provisions of act 43, chap 112, R.S.  
M. A. Croft, Clerk.



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Hartford & Connecticut Railroad(Springfield Branch)

### **Date Recorded**

6/15/1898

### **Sheet**

18

### **Page**

2

### **Towns located on Plan**

Agawam

### **Roads located on Plan**

Hgy No 11

Hgy NO 12

Hgy

Hgy No 10

### **Stations**

### **Landmarks located on Plan**

Conn State Line

Mass State Line

### **Abutter Names located on Plan**

Sparks,Mary

Noble,AW

Humiston,E

Cooney,E

Flowers,DM

Brown,Albert

Taylor,JE

Taylor,Geo H

Taylor,RM

Taylor Bros

Smith,Hinsdale(est)

Huntley,Charles

Leonard,Edwin

Holt,Saml L

Allen,Ethan

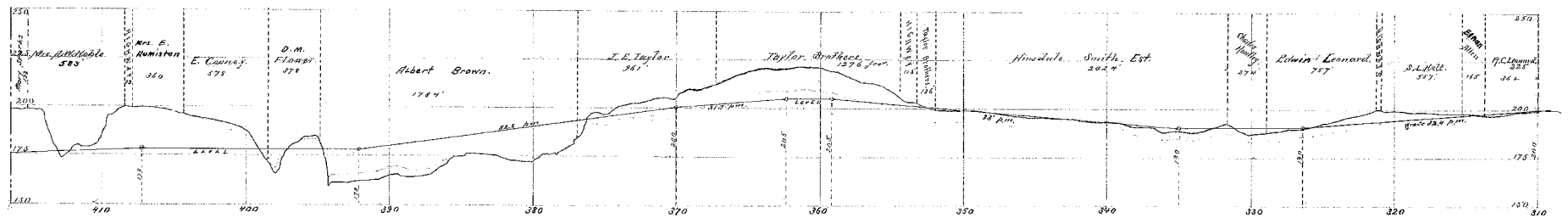
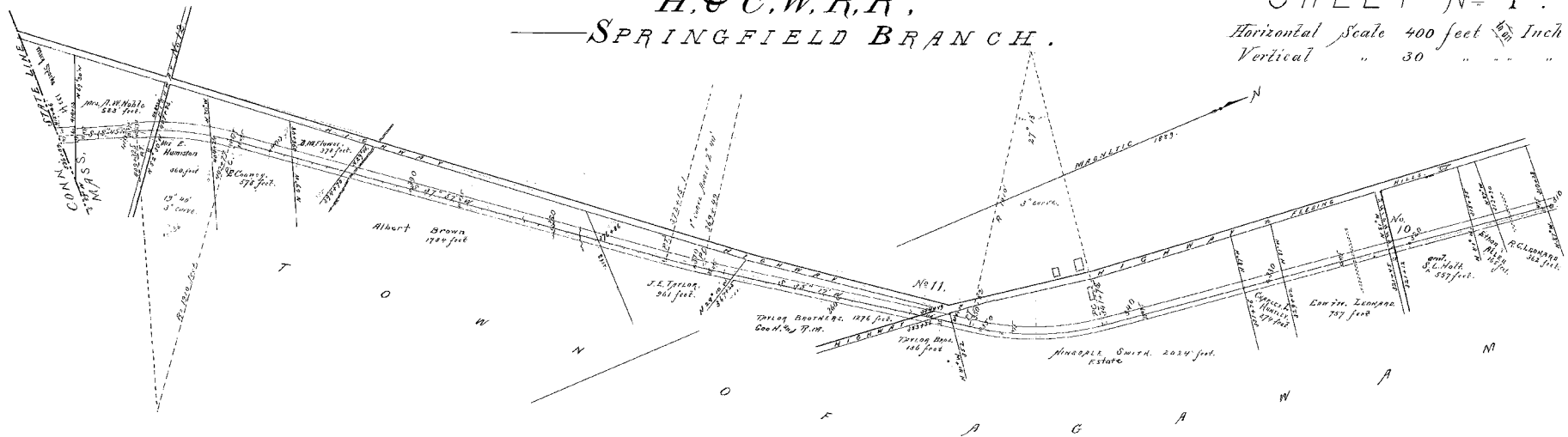
Leonard,RC



LOCATION  
 H. & C. W. R. R.,  
 — SPRINGFIELD BRANCH.

SHEET No 1.

Horizontal Scale 400 feet  $\frac{1}{2}$  Inch.  
 Vertical " 30 " " " "





## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Hartford & Connecticut Railroad(Springfield Branch)

### **Date Recorded**

6/15/1898

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### **Towns located on Plan**

Agawam

West Springfield

### **Roads located on Plan**

Hgy No 9

Hgy no 8

### **Stations**

### **Landmarks located on Plan**

Feeding Hills Shown

Agawam River

West Springfield Town Line

### **Abutter Names located on Plan**

Leonard,RC

Wright,Lucretia G

Belden,EA

Allen,Ethan

Kempton,CS

Cormin,DW

Cormin,Dw

Grey,Lewis

Granger,Clarence

Kellogg,EA

Oethric,JJ

Caruth,HS

Carrol,M

Smith,James S

Gaylord,EG

Smith,James S

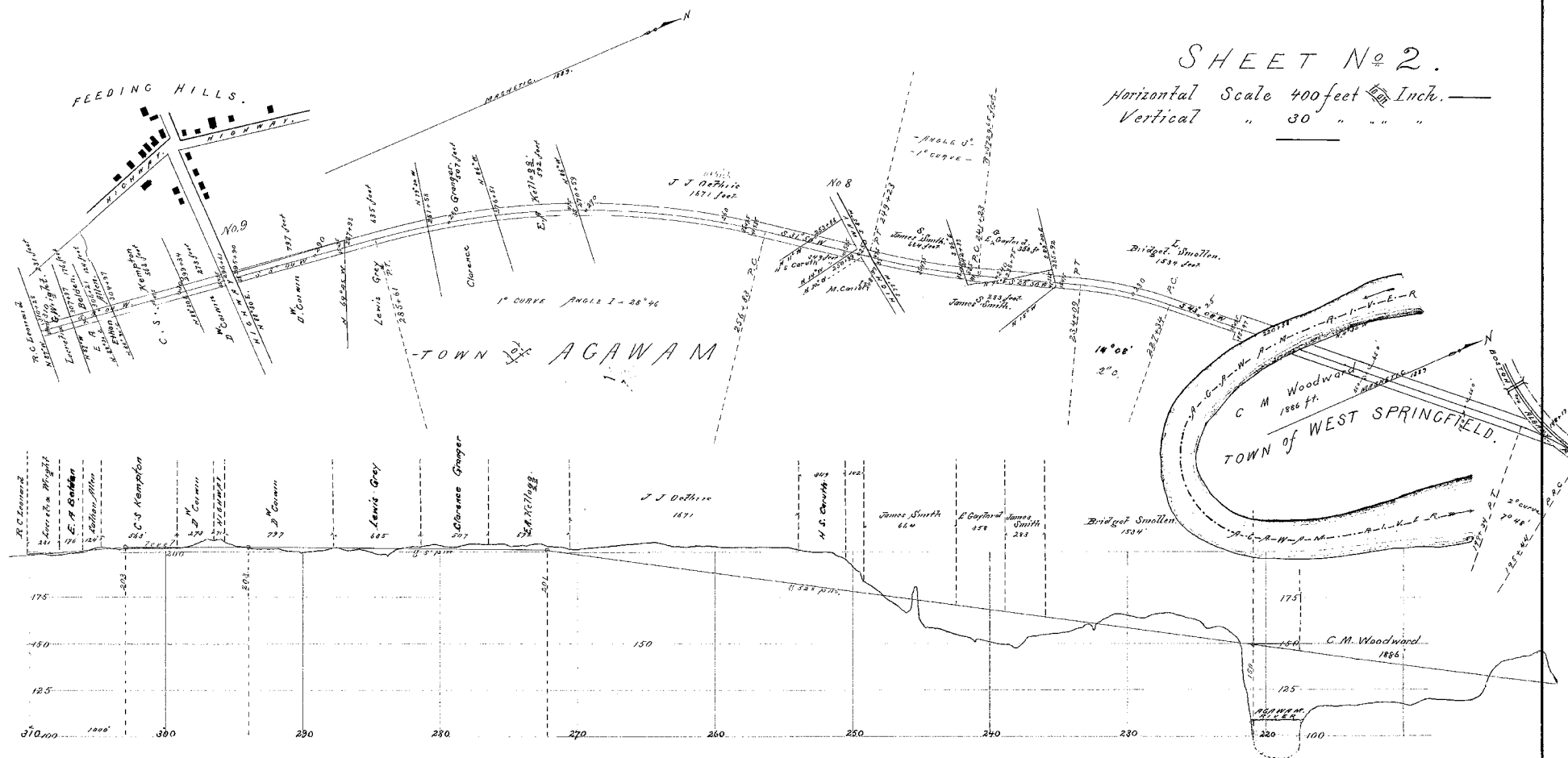
Smollen,Bridget L

Woodward,CM

Boston & Albany RR



Horizontal Scale 400 feet ~~per~~ Inch. —  
Vertical " 30 " " "





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co

### ***Date Recorded***

7/1/1889

### ***Sheet***

1A

### ***Page***

1

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Cover Shelf/taken for station gr



PLAN OF LAND  
TAKEN FOR  
STATION GROUNDS  
BY THE  
BOSTON AND ALBANY R. R. CO.  
IN THE  
CITY OF SPRINGFIELD  
AND  
COUNTY OF HAMPDEN

B T N 1887

*W. H. Russell*  
CHIEF ENGINEER

*Walter Shepard*  
ASSISTANT ENGINEER

Boston June 24, 1889  
I certify that this record of location is  
prepared in conformity with the Rules prescribed  
by the Board of R.R. Commissioners under the  
provisions of act 98 of 1886  
M. H. Russell

Hampden, ss  
Office of the Clerk of the County  
Received and filed July 1<sup>st</sup>  
1889  
Robert O. Mous Clerk





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

7/1/1889

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2

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page



IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 352 OF THE STATUTES OF 1887 THE BOSTON AND ALBANY RAILROAD COMPANY MAKES AND FILES THIS PLAN OF LAND TAKEN FOR STATION PURPOSES IN THE CITY OF SPRINGFIELD AND COUNTY OF HAMPDEN IN THE COMMONWEALTH OF MASSACHUSETTS

THE LAND TAKEN BY SAID COMPANY IS EMBRACED WITHIN AND BOUNDED BY THE LINE SHOWN ON SAID PLAN AND IS BOUNDED AND DESCRIBED AS FOLLOWS -

EASTERLY BY CHESTNUT STREET,

WESTERLY BY THE CONNECTICUT RIVER,

NORTHERLY BY A LINE BEGINNING AT THE INTERSECTION OF THE DIVIDING-LINE BETWEEN LAND OF THE SAID RAILROAD COMPANY AND LAND NOW OR FORMERLY OF DAY AND JOHNSON WITH THE WESTERLY LINE OF SAID CHESTNUT STREET, THENCE RUNNING WESTERLY BY THE NORTHERLY BOUNDARY LINE OF SAID RAILROAD COMPANY'S LAND FOUR HUNDRED AND FORTY-EIGHT AND FIVE-TENTHS FEET, THENCE TURNING AND RUNNING NORTHERLY BY LAND NOW OR FORMERLY OF WRIGHT AND EMERSON ABOUT ONE HUNDRED AND SIXTY-SEVEN AND THREE-TENTHS FEET TO LIBERTY STREET, THENCE RUNNING WESTERLY BY SAID LIBERTY STREET ABOUT SEVEN HUNDRED AND FIFTEEN FEET TO LAND NOW OR FORMERLY OF H W PEARL, THENCE RUNNING SOUTHERLY BY LAND OF SAID PEARL ONE HUNDRED AND FIFTY AND THIRTY-NINE ONE-HUNDREDTHS FEET TO THE SOUTHERLY LINE OF COMMERCIAL ROW, SO CALLED, THENCE RUNNING WESTERLY BY THE SOUTHERLY LINE OF SAID COMMERCIAL ROW TO MAIN STREET, THENCE ACROSS SAID MAIN STREET TO THE WESTERLY SIDE THEREOF, THENCE NORTHERLY BY THE WESTERLY SIDE OF SAID MAIN STREET ABOUT FORTY-THREE FEET, THENCE RUNNING WESTERLY BY THE SOUTHERLY END OF THE OFFICE BUILDING, SO CALLED, AND THE SOUTHERLY END OF THE CAR REPAIR SHOP, BOTH BUILDINGS BELONGING TO SAID RAILROAD COMPANY, ABOUT NINE HUNDRED AND FIFTY FEET TO SAID CONNECTICUT RIVER.

SOUTHERLY BY A LINE BEGINNING AT THE NORTHWESTERLY CORNER OF CHESTNUT AND LYMAN STREETS, THENCE RUNNING WESTERLY BY SAID LYMAN STREET ABOUT TWELVE HUNDRED AND THIRTEEN FEET TO LAND OF THE AGAWAM BANK, THENCE RUNNING NORTHERLY BY LAND OF SAID AGAWAM BANK AND OTHERS ABOUT ONE HUNDRED AND TWO FEET TO LAND OF THE SAID BOSTON AND ALBANY RAILROAD COMPANY, THENCE RUNNING WESTERLY BY THE SOUTHERLY BOUNDARY LINE OF SAID RAILROAD COMPANY'S LAND ABOUT ONE HUNDRED AND FOUR FEET TO MAIN STREET, THENCE ACROSS SAID MAIN STREET TO THE NORTHERLY LINE OF RAILROAD ROW, SO CALLED, THENCE WESTERLY BY THE NORTHERLY LINE OF SAID RAILROAD ROW AND BY THE SOUTHERLY LINE OF SAID RAILROAD COMPANY'S LAND ABOUT NINE HUNDRED AND SIXTY FEET TO THE CONNECTICUT RIVER.

William B. H.  
John C. H.  
J. S. D. H.  
Jacob C. H.  
M. D. H.  
E. S. H.  
M. S. H.  
E. S. H.  
M. S. H.  
E. S. H.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

7/1/1889

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### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

Liberty St

Lyman St

Chestnut St

### ***Abutter Names located on Plan***

Boston & Albany RR Co

Wright & Emerson

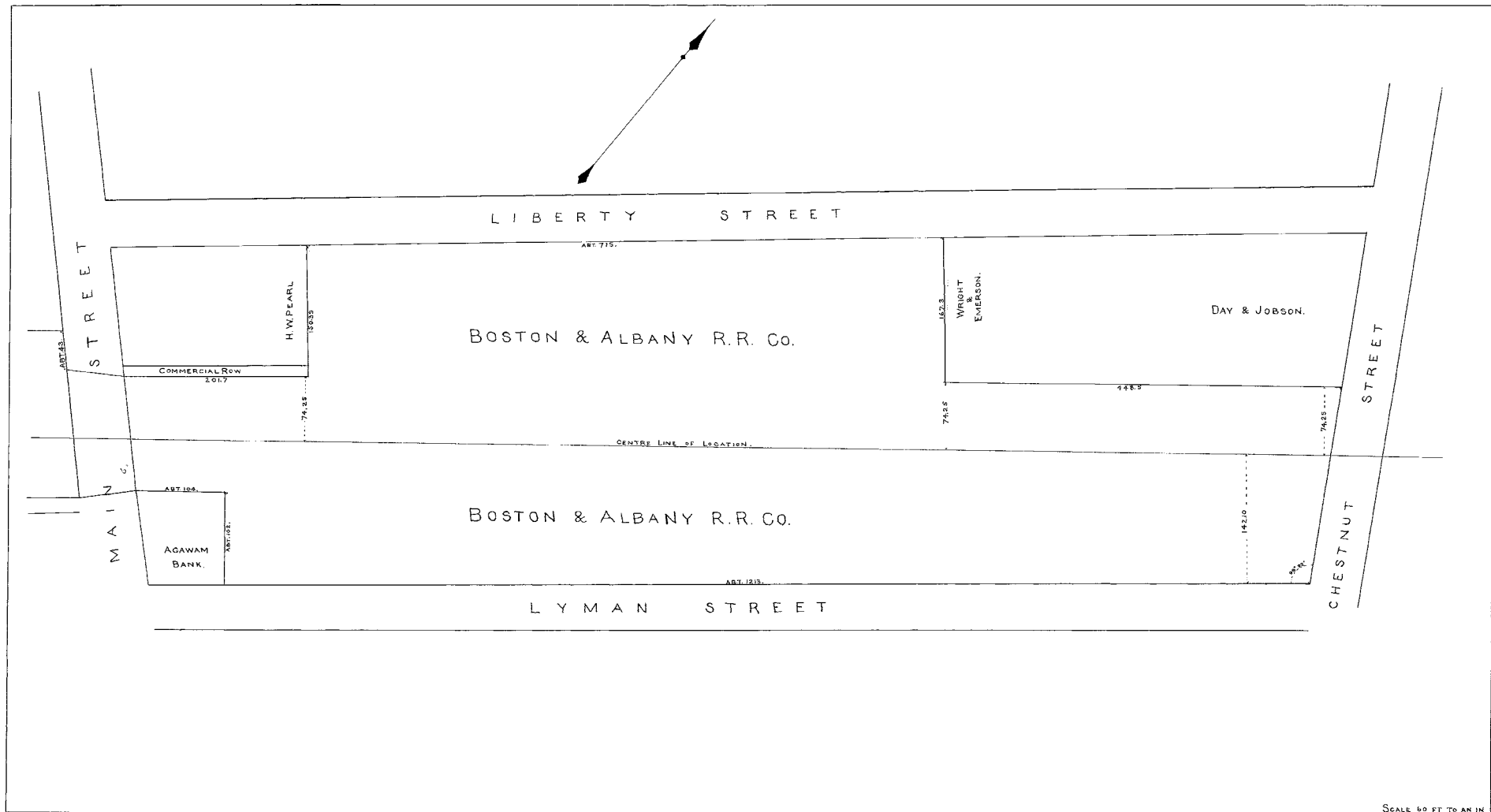
Day & Jobson

### ***Stations***

### ***Landmarks located on Plan***

Agawam Bank







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

Cypress St

Water St

Main St

Ferry St

Liberty St

Lyman St

### ***Abutter Names located on Plan***

Boston & Albany RR Co

Pearl HW

### ***Stations***

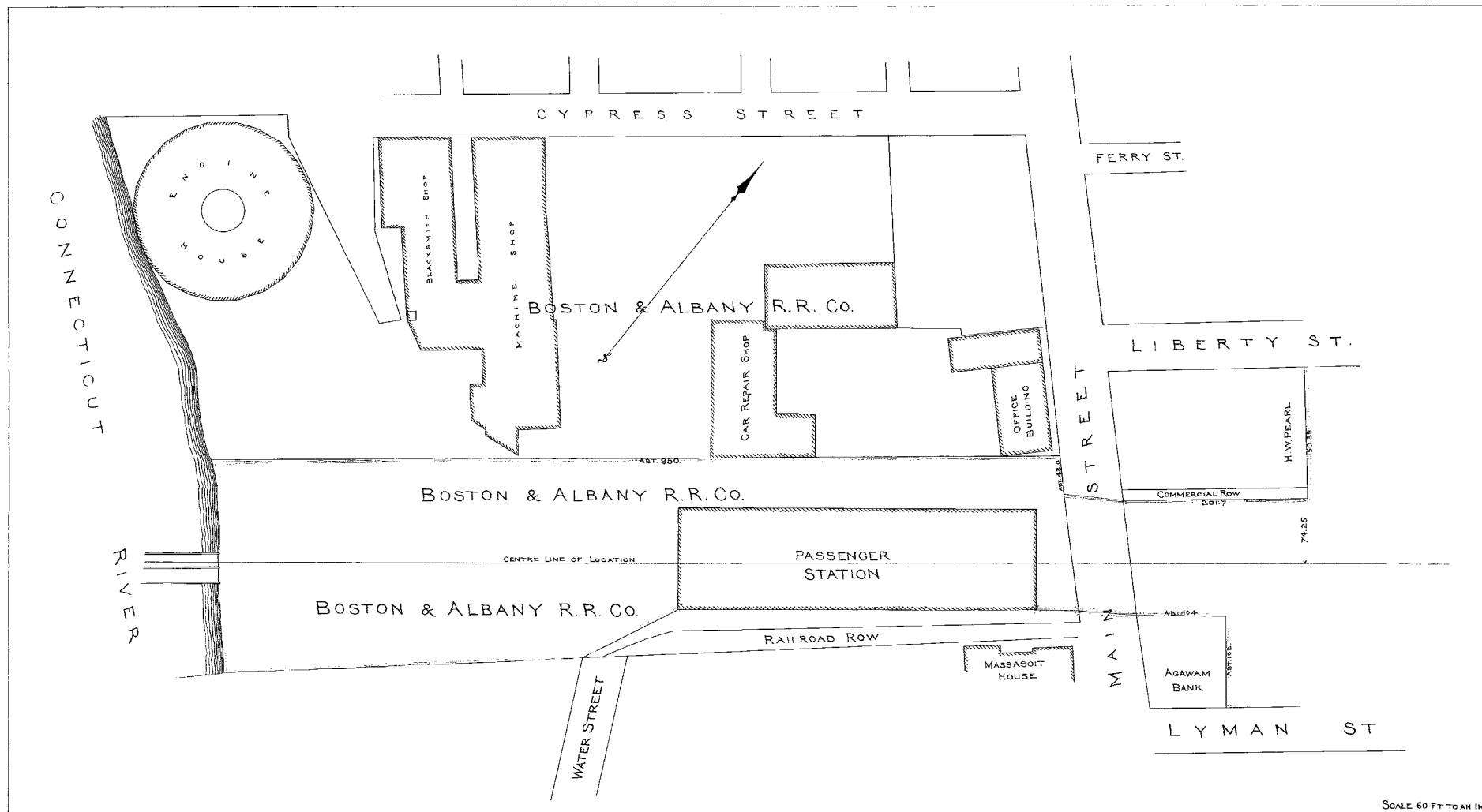
### ***Landmarks located on Plan***

Connecticut River

Engine House

Agawam Bank





SCALE 60 FT. TO AN IN.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad CO West Of Conn River

### ***Date Recorded***

10/11/1883

### ***Sheet***

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### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

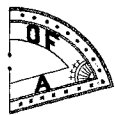
### ***Stations***

### ***Landmarks located on Plan***

Cover Sheet



PLAN



NEW  
LOCATION

OF THE

BOSTON

AND

ALBANY

RAILROAD

IN THE  
COUNTY OF HAMPDEN  
OF THE WEST  
CONNECTICUT  
RIVER

SPRINGFIELD 1881

*W. B. Russell*

CHIEF ENGINEER

*E. B. Hardy*

ASSIST ENGINEER

IN ACCORDANCE WITH ACTS  
OF THE LEGISLATURE OF THE

COMMONWEALTH

MASSACHUSETTS

A v o A 9 1878





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co West Of Conn River

### ***Date Recorded***

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### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Signature Page



LOCATION OF THE BOSTON AND ALBANY R.R.

IN THE COUNTY OF HAMPDEN MASSACHUSETTS

WEST OF THE CONNECTICUT RIVER

FILED OCTOBER 11<sup>th</sup> 1883.

Under and by Virtue of the foregoing Laws of the Commonwealth of Massachusetts, to wit: Statute of 1878, Chapter 135, Statute of 1881, Chapter 52, and Statute of 1882, Chapter 149, The Boston & Albany Railroad Company makes and files this true Location of its Railroad in the County of Hampden in said Commonwealth as shown on the accompanying Map in Fifty-two Sheets and Statement of Agreement in Green Sheet, which Map is hereby made a part of this Location, not meaning or intending to abandon or relinquish any rights which it may possess under any former Location made by it.

The Comm. of this Base or Center Line are True Curves, and the Distances of the Outside Lines of the Location from the Base or Center Line are stated in Red Figures indicating feet and distances of a foot or more. Map

William Philip

Geo. C. Crocker

John Manning

Mathew D. Spaulding

Moses Kinsbale

John C. Phillips

John C. Phillips  
J. W. Munroe

By direction of the Board of Railroad Commissioners I certify that the record of location herein contained appears to be sufficient and in conformity to law, and that it is prepared in conformity with the rules established by the Board.

Boston October 10<sup>th</sup> 1883.

Edw. H. Fitchman  
Clerk

Hampden ss

Office of the Clerk of the Board of Railroad Commissioners  
Received and filed October 11<sup>th</sup> 1883

Robert O Morris Clerk



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co West Of Conn River

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### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page



## GEER AND ANEG

POINT STA 22+00 TO THE RIGHT  
A 1.22 CURVE TO THE RIGHT  
508.78 FT TO STA 35+07.78, THERE WITH  
A 1.00 CURVE TO THE RIGHT  
600.78 FT TO STA 35+07.78, THERE WITH  
A 1.22 CURVE TO THE RIGHT  
400.78 FT TO STA 44+37.7, THERE WITH A  
30.00 CURVE TO THE RIGHT  
TO AN IRON ROD AT THE TANGENT  
POINT STA 67+61.9. THERE WITH A  
36.05 98 FT TO AN IRON ROD AT THE  
TANGENT POINT STA 103+33.7  
A 0.28 CURVE TO THE RIGHT  
TO THE LEFT 185.58 FT TO AN IRON ROD  
AT THE TANGENT POINT STA 103+33.7  
THERE WITH A 0.28 CURVE TO THE RIGHT  
100.78 FT TO STA 113+78.58, THERE WITH A  
0.10 CURVE TO THE LEFT 400 FT TO  
STA 115+78.58, THERE WITH A 0.28  
CURVE TO THE LEFT 332.6 FT TO AN IRON  
ROD AT THE TANGENT POINT STA  
128+05.88. THERE WITH A 0.28 CURVE  
TO THE RIGHT  
397 FT TO STA 138+05.88, THERE WITH  
A 0.28 CURVE TO THE RIGHT  
300 FT TO STA 138+05.88, THERE WITH  
A 1.00 CURVE TO THE RIGHT  
700 FT TO STA 148+05.88, THERE WITH  
A 0.28 CURVE TO THE RIGHT  
332.6 FT TO AN IRON ROD AT THE  
TANGENT POINT STA 181+05.88. THERE  
WITH A 0.28 CURVE TO THE RIGHT  
268.98 FT TO STA 181+05.88. THERE  
WITH A 0.28 CURVE TO THE RIGHT  
300 FT TO STA 181+05.88. THERE WITH  
A 1.00 CURVE TO THE RIGHT  
500 FT TO STA 181+05.88.

BEGINNING ON THE CENTER LINE OF LOCATION ON THE WESTERLY SIDE OF THE CONNECTICUT RIVER, THENCE SOUTHERLY BY SAID RIVER TO A POINT 4125 FT DISTANT FROM THE CENTER LINE OF LOCATION AND AT RIGHT ANGLE THERE TO, THENCE BY LAND OF THE B AND A R R CO AS FOLLOWS PARALLEL TO THE CENTER LINE OF LOCATION 100 FT DISTANT THEREFROM, THERE TO A POINT OPPOSITE STA 28 AND 4155 FT DISTANT THEREFROM, THENCE CROSSING THE DIVISION LINES BETWEEN LANDS OF THE B AND A R R CO AND LAND OF CLEM HEBERT AND LAND OF CLEM HEBERT AND LAND OF JOSEPH JEFFERSON TO A POINT OPPOSITE STA 25 AND 4205 FT DISTANT THEREFROM, THENCE CROSSING THE DIVISION LINE BETWEEN LAND OF JOSEPH JEFFERSON AND LAND OF WILLIAM S. HENRY, TO A POINT OPPOSITE STA 25 AND 4205 FT DISTANT THEREFROM, THENCE BY LAND OF MARTIN TUDY AND LAND OF WILLIAM HINES AND LAND OF NICHOLS AND LAND OF MARTIN TUDY AND LAND OF MARTIN TUDY AND LAND OF THOMAS SHEPARD TO A POINT OPPOSITE STA 27 AND 4555 FT DISTANT THEREFROM, THENCE CROSSING THE DIVISION LINES BETWEEN LAND OF THOMAS SHEPARD AND LAND OF HENRY GINN AND LAND OF HENRY GINN AND LAND OF HOMER DAY TO A POINT OPPOSITE STA 28 AND 4555 FT DISTANT THEREFROM, THENCE CROSSING THE DIVISION LINE BETWEEN LAND OF HOMER DAY AND LAND OF WILLIAM HINES TO A POINT OPPOSITE STA 29 AND 4555 FT DISTANT THEREFROM, THENCE CROSSING THE DIVISION LINES BETWEEN LAND OF WILLIAM HINES AND LAND OF ARNOLD AND LYON AND LAND OF ARNOLD AND LYON AND LAND OF HEIRS OF ESTHER WORTHINGTON TO A POINT OPPOSITE STA 30 AND 4555 FT DISTANT THEREFROM, THENCE CROSSING THE DIVISION LINE BETWEEN LAND OF HEIRS OF ESTHER WORTHINGTON AND LAND OF ROONEY PARSONS AND CROSSING THE DIVISION LINE BETWEEN LAND OF ROONEY PARSONS AND THE HIGHWAY KNOWN AS SHAD LAKE TO A POINT OPPOSITE STA 32 AND 4185 FT DISTANT THEREFROM, THENCE CROSSING THE WESTERLY LINE OF THE AFORESAID HIGHWAY TO A POINT OPPOSITE STA 38 AND 4125 FT DISTANT THEREFROM, ON THE NORTHERLY SIDE OF THE HIGHWAY, LEAVING SAID HIGHWAY AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE B AND A R R CO AND 4155 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN THE HIGHWAY AND LAND OF THE B AND A R R CO TO A POINT OPPOSITE STA 43, THENCE BY LAND OF THE B AND A R R CO PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE B AND A R R CO AND LAND OF JERRY CALDON TO A POINT OPPOSITE STA 45 AND 4125 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF JERRY CALDON AND THE HIGHWAY KNOWN AS THE COLD SPRING ROAD AND THE DIVISION LINE BETWEEN SAID HIGHWAY AND LAND OF JOHN DUNN TO A POINT OPPOSITE STA 51, THENCE BY LAND OF JOHN DUNN PARALLEL TO THE CENTER LINE OF LOCATION AND 4155 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF JOHN DUNN AND LAND OF JERRY CALDON AND LAND OF JERRY CALDON TO A POINT OPPOSITE STA 55, THENCE BY LAND OF THE B AND A R R CO PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT DISTANT THEREFROM, THENCE BY LAND OF TIMOTHY SHEAR PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINES BETWEEN LAND OF TIMOTHY SHEAR AND THE HIGHWAY AND THE HIGHWAY AND LAND OF GEO HITCHCOCK TO A POINT OPPOSITE STA 58-59, THENCE BY LAND OF GEO HITCHCOCK PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT DISTANT THEREFROM, THENCE BY LAND OF J. WORTHY PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF J. WORTHY AND LAND OF J. WORTHY TO A POINT OPPOSITE STA 101-50, THENCE BY LAND OF J. WORTHY PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LANDS OF J. WORTHY AND THE HIGHWAY TO A POINT OPPOSITE STA 103-50, THENCE BY THE HIGHWAY AS FOLLOWS PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT DISTANT THEREFROM, THENCE BY THE HIGHWAY TO A POINT OPPOSITE STA 107-50 AND 30 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 108-45 AND 24 FT DISTANT THEREFROM, THENCE CROSSING THE DIVISION LINE BETWEEN THE HIGHWAY AND LAND OF J. WORTHY TO A POINT OPPOSITE STA 108-50 AND 29 FT DISTANT THEREFROM, THENCE BY LAND OF J. WORTHY AS FOLLOWS TO A POINT OPPOSITE STA 109-50 AND 24 FT DISTANT THEREFROM, THENCE BY LAND OF J. WORTHY PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF J. WORTHY AND LAND OF THE AGAWAM CANAL CO TO A POINT OPPOSITE STA 120, THENCE BY LAND OF THE AGAWAM CANAL CO PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINES BETWEEN LAND OF THE AGAWAM CANAL CO AND THE AGAWAM CANAL CO TO A POINT OPPOSITE STA 127, THENCE BY LAND OF THE AGAWAM CANAL CO PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINES BETWEEN LAND OF THE AGAWAM CANAL CO AND THE HIGHWAY AND LAND OF THE AGAWAM CANAL CO TO A POINT OPPOSITE STA 137, THENCE BY LAND OF THE AGAWAM CANAL CO PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE AT A POINT OPPOSITE STA 139-50 AND 24 FT DISTANT THEREFROM, THENCE BY THE HIGHWAY AT A POINT OPPOSITE STA 139-50 AND 24 FT DISTANT THEREFROM, THENCE BY LAND OF THE AGAWAM CANAL CO PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE AGAWAM CANAL CO AND LAND OF THE AGAWAM CANAL CO TO A POINT OPPOSITE STA 139, THENCE BY LAND OF THE AGAWAM CANAL CO PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE AGAWAM CANAL CO AND LAND OF THE AGAWAM CANAL CO TO A POINT OPPOSITE STA 153-50.

1. *Journal of Management Studies*, 1991, 28, 1.

## NORTHERLY SIDE

EDWARD McCANN THENCE BY LAND OF EDWARD McCANN AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 155+10; THENCE TO A POINT OPPOSITE STA 156+10 AND 100 FT DISTANT THEREFROM, THENCE CROSSING THE DIVISION LINE BETWEEN LAND OF EDWARD McCANN AND LAND OF MICHAEL McCARTY TO A POINT OPPOSITE STA 156+86 AND 35 FT DISTANT THEREFROM, THENCE BY LAND OF MICHAEL McCARTY AS FOLLOWS: TO A POINT OPPOSITE STA 159+10 AND 125 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 159+10 AND 140 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 160+10 AND 130 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 161+10 AND 4.25 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 162+10 AND 130 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 130 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF MICHAEL McCARTY AND LAND OF TALYARD ROGERS TO A POINT OPPOSITE STA 163+10, THENCE BY LAND OF TALYARD ROGERS AS FOLLOWS: TO A POINT OPPOSITE STA 164+10 AND 80 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 165+10 AND 60 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 166+10 AND 4.25 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 167+10 AND 60 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 168+10, THENCE TO A POINT OPPOSITE STA 169+10 AND 4.25 FT DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA 170+10 AND 60 FT DISTANT THEREFROM, THENCE CROSSING THE DIVISION LINE BETWEEN LAND OF TALYARD ROGERS AND LAND OF CHARLES ELEY AS FOLLOWS: TO A POINT OPPOSITE STA 172+10 AND 100 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 173+10 AND 75 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 174+10 AND 55 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 175+10 AND 75 FT DISTANT THEREFROM, THENCE CROSSING THE DIVISION LINE BETWEEN LAND OF CHARLES ELEY AND LAND OF RICHARD COOLEY TO A POINT OPPOSITE STA 176+10 AND 4.25 FT DISTANT THEREFROM, THENCE BY LAND OF RICHARD COOLEY AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 178+22, THENCE TO A POINT OPPOSITE STA 179+22 AND 50 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 180+22 AND 55 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 181+22 AND 75 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 182+22 AND 60 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 183+22 AND 4.25 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF RICHARD COOLEY AND LAND OF HIRAM CARTER TO A POINT OPPOSITE STA 185+22, THENCE BY LAND OF HIRAM CARTER AS FOLLOWS: TO A POINT OPPOSITE STA 190+22 AND 45 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 191+22 AND 4.25 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF HIRAM CARTER AND LAND OF WILLIAM SANFORD TO A POINT OPPOSITE STA 195, THENCE BY LAND OF WILLIAM SANFORD AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 204+34; THENCE TO A POINT OPPOSITE STA 206+162 AND 50 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 206+17 AND 4.25 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 207+178 AND 55 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 208+16 AND 60 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 210+20.2 THENCE CROSSING THE DIVISION LINE BETWEEN LAND OF WILLIAM SANFORD AND LAND OF ALONZO WHITNEY TO A POINT OPPOSITE STA 211+21, THENCE TO A POINT OPPOSITE STA 212+21 AND 55 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 217+25.1; THENCE TO A POINT OPPOSITE STA 218+266 AND 4.25 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF ALONZO WHITNEY AND LAND OF JAMES DUNN AS FOLLOWS: TO A POINT OPPOSITE STA 221+29, THENCE BY LAND OF JAMES DUNN AS FOLLOWS: TO A POINT OPPOSITE STA 222+298 AND 50 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 223+30.6 AND 4.25 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF JAMES DUNN AND LAND OF WILLIAM MURPHY TO A POINT OPPOSITE STA 227, THENCE BY LAND OF WILLIAM MURPHY PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF WILLIAM MURPHY AND LAND OF ALVIN SIBLEY TO A POINT OPPOSITE STA 240, THENCE BY LAND OF ALVIN SIBLEY AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 241+35; THENCE TO A POINT OPPOSITE STA 247+35 AND 50 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 248+35 AND 4.25 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 257+25; THENCE TO A POINT OPPOSITE STA 259+35 AND 50 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 262+35; THENCE TO A POINT OPPOSITE STA 263+35 AND 4.25 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 264+35 AND 50 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 265+35 AND 60 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 266+35 AND 60 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 267+35 AND 50 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 269+35, THENCE TO A POINT OPPOSITE STA 270+35 AND 4.25 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF ALVIN SIBLEY AND THE HIGHWAY AND THE HIGHWAY AND LAND OF DEMAS GOFF TO A POINT OPPOSITE STA 278, THENCE BY LAND OF DEMAS GOFF PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF DEMAS GOFF AND LAND OF HENRY SIBLEY TO A POINT OPPOSITE STA 282+39

## CENTER LINE

THENCE WITH A 1°3' CURVE TO THE LEFT 400 FT TO STA 165, THENCE WITH A 2°10' CURVE TO THE LEFT 400 FT TO STA 166, THENCE WITH A 1°30' CURVE TO THE LEFT 200 FT TO STA 168, THENCE WITH A 3°6' CURVE TO THE LEFT 100 FT TO AN IRON ROD AT THE TANGENT POINT STA 169+07.5  
THENCE S 62°53'W 200.25 FT TO AN IRON ROD AT THE TANGENT POINT STA 171+40  
THENCE WITH A 2°37'30" CURVE TO THE RIGHT 421 FT TO AN IRON ROD AT THE TANGENT POINT STA 175+41  
THENCE S 78°26'W 99.95 FT TO AN IRON ROD AT THE TANGENT POINT STA 176+40.35  
THENCE WITH A 2°16' CURVE TO THE LEFT 49.55 FT TO STA 181, THENCE WITH A 3°10' CURVE TO THE LEFT 200 FT TO STA 183, THENCE WITH A 2°30' CURVE TO THE LEFT 300 FT TO STA 186; THENCE WITH A 2°58' CURVE TO THE LEFT 500 FT TO STA 191, THENCE WITH A 3°22' CURVE TO THE LEFT 500 FT TO STA 194, THENCE WITH A 2°16' CURVE TO THE LEFT 200 FT TO STA 198; THENCE WITH A 2°54' CURVE TO THE LEFT 228.6 FT TO AN IRON ROD AT THE TANGENT POINT STA 198+98.6  
THENCE S 17°50'W 124 FT TO AN IRON ROD AT THE TANGENT POINT STA 200+26  
THENCE WITH A 4°30' CURVE TO THE RIGHT 275 FT TO STA 203, THENCE WITH A 3°42' CURVE TO THE RIGHT 300 FT TO STA 206, THENCE WITH A 4°20' CURVE TO THE RIGHT 400 FT TO STA 210, THENCE WITH A 4°40' CURVE TO THE RIGHT 400 FT TO STA 214, THENCE WITH A 4°26' CURVE TO THE RIGHT 400 FT TO STA 218, THENCE WITH A 4°18' CURVE TO THE RIGHT 400 FT TO STA 222, THENCE WITH A 5°24' CURVE TO THE RIGHT 200 FT TO STA 224, THENCE WITH A 4°42' CURVE TO THE RIGHT 300 FT TO STA 227, THENCE WITH A 2°26' CURVE TO THE RIGHT 33.75 FT TO AN IRON ROD AT THE TANGENT POINT STA 230+17.5  
THENCE N 31°49'W 551.05 FT TO AN IRON ROD AT THE TANGENT POINT STA 236+24.8

## SOUTHERLY SIDE

THENCE BY LAND OF THE AGAWAM CANAL CO. AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 156+10, THENCE TO A POINT OPPOSITE STA 157+10 AND 60 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 158+10 AND 4.25 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 162+10, THENCE TO A POINT OPPOSITE STA 163+10 AND 48 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 164+10 AND 60 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 165+10 AND 4.25 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 166+10 AND 60 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 167+10 AND 70 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 70 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 168+10, THENCE TO A POINT OPPOSITE STA 169+10 AND 4.25 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 169+25, THENCE TO A POINT OPPOSITE STA 170+28 AND 45 FT DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA 191+22 AND 4.25 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE AGAWAM CANAL CO. AND LAND OF ALONZO WHITNEY TO A POINT OPPOSITE STA 197+22.8, THENCE BY LAND OF ALONZO WHITNEY AS FOLLOWS: TO A POINT OPPOSITE STA 198+236 AND 45 FT DISTANT THEREFROM, THENCE TO A POINT OPPOSITE STA 200+182 AND 55 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 55 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 201+13, THENCE TO A POINT OPPOSITE STA 202+188 AND 85 FT DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA 203+146 AND 4.25 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 207+17.5; THENCE TO A POINT OPPOSITE STA 208+18.6 AND 50 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 217+25.1, THENCE TO A POINT OPPOSITE STA 218+266 AND 4.25 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF ALONZO WHITNEY AND LAND OF JAMES DUNN TO A POINT OPPOSITE STA 221+29, THENCE BY LAND OF JAMES DUNN PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF JAMES DUNN AND THE WESTFIELD RIVER TO A POINT OPPOSITE STA 228, THENCE BY THE WESTFIELD RIVER PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN THE WESTFIELD RIVER AND LAND OF WILLIAM MURPHY TO A POINT OPPOSITE STA 230, THENCE BY LAND OF WILLIAM MURPHY PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF WILLIAM MURPHY AND LAND OF ALVIN SIBLEY TO A POINT OPPOSITE STA 244+25, THENCE BY LAND OF ALVIN SIBLEY AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 246+35, THENCE TO A POINT OPPOSITE STA 246+35 AND 60 FT DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA 247+35 AND 4.25 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF ALVIN SIBLEY AND LAND OF DANIEL CLAREY TO A POINT OPPOSITE STA 250, THENCE BY LAND OF DANIEL CLAREY AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 257+25; THENCE TO A POINT OPPOSITE STA 258+35 AND 60 FT DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA 259+35 AND 4.25 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 70 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 70 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 261+35, THENCE TO A POINT OPPOSITE STA 262+35 AND 60 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 263+35, THENCE TO A POINT OPPOSITE STA 263+35 AND 50 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 270+35, THENCE TO A POINT OPPOSITE STA 271+35 AND 4.25 FT DISTANT THEREFROM, THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF DANIEL CLAREY AND THE HIGHWAY AND THE HIGHWAY AND LAND OF ALVIN SIBLEY TO A POINT OPPOSITE STA 278, THENCE BY LAND OF ALVIN SIBLEY AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 4.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA 281+59, THENCE TO A POINT OPPOSITE STA 282+59 AND 50 FT DISTANT THEREFROM.

AGAWAM CANAL CO

ALONZO WHITNEY

JAMES DUNN

WESTFIELD RIVER

WILLIAM MURPHY

ALVIN SIBLEY

DANIEL CLAREY

ALVIN SIBLEY

## NORTHERLY SIDE

HENRY BISLEY  
THENCE BY LAND OF HENRY BISLEY AS FOLLOWS: TO A POINT OPPOSITE STA. 285+59.2 AND 50 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 284+58.4 AND 60 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 285+59.6 AND 60 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 286+59.8 AND 100 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 110 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF HENRY BISLEY AND LAND OF ALVIN BISLEY TO A POINT OPPOSITE STA. 288+60.2. THENCE BY LAND OF ALVIN BISLEY AS FOLLOWS: TO A POINT OPPOSITE STA. 289+60.4 AND 100 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 290+89 AND 418.5 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 291+00.8 AND 55 FT. DISTANT THEREFROM; THENCE CROSSING THE DIVISION LINE BETWEEN LAND OF ALVIN BISLEY AND THE HIGHWAY AND THE HIGHWAY AND LAND OF HENRY BISLEY PARALLEL TO THE CENTER LINE OF LOCATION AND 55 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 293+61. THENCE BY LAND OF HENRY BISLEY AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 55 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 294+61.4; THENCE TO A POINT OPPOSITE STA. 295+61.6 AND 60 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 296+61.8 AND 70 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 297+66 AND 60 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF HENRY BISLEY AND THE HIGHWAY TO A POINT OPPOSITE STA. 299+66.4. THENCE BY THE HIGHWAY AS FOLLOWS: TO A POINT OPPOSITE STA. 300+62.6 AND 418.5 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN THE HIGHWAY AND LAND OF JOHN SMITH TO A POINT OPPOSITE STA. 309. THENCE BY LAND OF JOHN SMITH AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 318+65.4; THENCE TO A POINT OPPOSITE STA. 320+66.6 AND 70 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 321+66.8 AND 80 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 80 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 324+74; THENCE TO A POINT OPPOSITE STA. 325+67.6 AND 70 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 326+67.8 AND 60 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 327+68 AND 418.5 FT. DISTANT THEREFROM; THENCE CROSSING THE DIVISION LINE BETWEEN LAND OF JOHN SMITH AND LAND OF GEO. TREADWELL WHICH IS ALSO THE DIVISION LINE BETWEEN THE TOWN OF WEST SPRINGFIELD AND THE TOWN OF WESTFIELD TO A POINT OPPOSITE STA. 328. THENCE BY LAND OF GEO. TREADWELL PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF GEO. TREADWELL AND LAND OF THE CITY OF SPRINGFIELD TO A POINT OPPOSITE STA. 330. THENCE BY LAND OF THE CITY OF SPRINGFIELD PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE CITY OF SPRINGFIELD AND LAND OF MRS. B.W. KNOWLES TO A POINT OPPOSITE STA. 334. THENCE BY LAND OF MRS. B.W. KNOWLES PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM AND CROSSING THE HIGHWAY AT ABOUT STA. 339 AND CROSSING THE DIVISION LINE BETWEEN LAND OF MRS. B.W. KNOWLES AND LAND OF JOHN CLARCY TO A POINT OPPOSITE STA. 342. THENCE BY LAND OF JOHN CLARCY AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 355+44.4; THENCE TO A POINT OPPOSITE STA. 355+86.4 AND 55 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 356+81 AND 418.5 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF JOHN CLARCY AND LAND OF GAMALIEL C. LEE TO A POINT OPPOSITE STA. 371+84 AND 95 FT. DISTANT THEREFROM. THENCE BY LAND OF THE B. AND A. R.R. CO. AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF GAMALIEL C. LEE AND THE HIGHWAY TO A POINT OPPOSITE STA. 371+84 AND 95 FT. DISTANT THEREFROM. THENCE BY LAND OF THE B. AND A. R.R. CO. AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 95 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 376+84; THENCE TO A POINT OPPOSITE STA. 378+84 AND 418.5 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE B. AND A. R.R. CO. AND LAND OF GAMALIEL C. LEE TO A POINT OPPOSITE STA. 380+84. THENCE BY LAND OF GAMALIEL C. LEE AS FOLLOWS: TO A POINT OPPOSITE STA. 382+80 AND 70 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 383+80 AND 110 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 110 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 388+20; THENCE TO A POINT OPPOSITE STA. 389+20 AND 77.5 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 77.5 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF GAMALIEL C. LEE AND THE HIGHWAY AND LAND OF ALLEN BISLEY TO A POINT OPPOSITE STA. 391+50. THENCE BY LAND OF ALLEN BISLEY AS FOLLOWS: TO A POINT OPPOSITE STA. 392+20 AND 60 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 393+20 AND 50 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF ALLEN BISLEY AND LAND OF JOSEPH MOSELEY TO A POINT OPPOSITE STA. 437+41. THENCE BY LAND OF JOSEPH MOSELEY PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF JOSEPH MOSELEY AND LAND OF SETH BUSH TO A POINT OPPOSITE STA. 439+47. THENCE BY LAND OF SETH BUSH PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF SETH BUSH AND THE HIGHWAY AND THE HIGHWAY AND LAND OF HENRY ELY AND BROTHERS TO A POINT OPPOSITE STA. 453+50. THENCE BY LAND OF HENRY ELY AND BROTHERS AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 454+46.6; THENCE TO A POINT OPPOSITE STA. 454+46.8 AND 40 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 454+46.8 AND 38.75 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 457+46.8 AND 37.5 FT. DISTANT THEREFROM.

## CENTER LINE

THENCE WITH A 1.35° CURVE TO THE LEFT 275.8 FT. TO STA. 289; THENCE WITH A 4.6° CURVE TO THE LEFT 300 FT. TO STA. 292; THENCE WITH A 3.0° CURVE TO THE LEFT 200 FT. TO STA. 294; THENCE WITH A 5.4° CURVE TO THE LEFT 300 FT. TO STA. 297; THENCE WITH A 3.28° CURVE TO THE LEFT 400 FT. TO STA. 301; THENCE WITH A 3.46° CURVE TO THE LEFT 200 FT. TO STA. 303; THENCE WITH A 3.28° CURVE TO THE LEFT 200 FT. TO STA. 305; THENCE WITH A 4.18° CURVE TO THE LEFT 300 FT. TO STA. 307; THENCE WITH A 3.4° CURVE TO THE LEFT 200 FT. TO STA. 308; THENCE WITH A 2.6° CURVE TO THE LEFT 368.8 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 310+63.7. THENCE WITH A 1.58° CURVE TO THE RIGHT 240.4 FT. TO STA. 312; THENCE WITH A 2.1° CURVE TO THE RIGHT 500 FT. TO STA. 324; THENCE WITH A 6.1° CURVE TO THE RIGHT 200 FT. TO STA. 326; THENCE WITH A 3.38° CURVE TO THE RIGHT 200 FT. TO STA. 328; THENCE WITH A 3.8° CURVE TO THE RIGHT 234.4 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 330+84.4. THENCE WITH A 7.5° 42' W. 1882.1 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 350+16.5. THENCE WITH A 1.30° CURVE TO THE RIGHT 453.6 FT. TO STA. 355; THENCE WITH A 1.56° CURVE TO THE RIGHT 300 FT. TO STA. 358; THENCE WITH A 1.50° CURVE TO THE RIGHT 400 FT. TO STA. 362; THENCE WITH A 1.6° CURVE TO THE RIGHT 500 FT. TO STA. 367; THENCE WITH A 1.88° CURVE TO THE RIGHT 500 FT. TO STA. 373; THENCE WITH A 0.52° CURVE TO THE RIGHT 200 FT. TO STA. 374; THENCE WITH A 0.58° CURVE TO THE RIGHT 400 FT. TO STA. 378; THENCE WITH A 0.51° CURVE TO THE RIGHT 239.6 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 380+86. THENCE WITH A 1.8° CURVE TO THE LEFT 388.2 FT. TO STA. 438; THENCE WITH A 1.60° CURVE TO THE LEFT 300 FT. TO STA. 441; THENCE WITH A 1.18° CURVE TO THE LEFT 300 FT. TO STA. 444; THENCE WITH A 1.8° CURVE TO THE LEFT 300 FT. TO STA. 447; THENCE WITH A 0.22° CURVE TO THE LEFT 458 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 458+58.

## SOUTHERLY SIDE

THENCE BY LAND OF ALVIN BISLEY AS FOLLOWS: TO A POINT OPPOSITE STA. 283+59.2 AND 60 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 284+59.4 AND 60 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 285+59.6; THENCE TO A POINT OPPOSITE STA. 286+59.8 AND 90 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 289+60 AND 100 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 290+89 AND 60 FT. DISTANT THEREFROM; THENCE CROSSING THE DIVISION LINES BETWEEN LAND OF ALVIN BISLEY AND THE HIGHWAY AND THE HIGHWAY AND LAND OF HENRY BISLEY TO A POINT OPPOSITE STA. 291+00.8 AND 60 FT. DISTANT THEREFROM. THENCE BY LAND OF HENRY BISLEY AS FOLLOWS: TO A POINT OPPOSITE STA. 291+81 AND 66 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 293+61 AND 50 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 294+61.4; THENCE TO A POINT OPPOSITE STA. 295+61.6 AND 50 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 70 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 296+61.8; THENCE TO A POINT OPPOSITE STA. 297+66 AND 60 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 299+66.4; THENCE TO A POINT OPPOSITE STA. 300+62.6 AND 50 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 305+44.4; THENCE TO A POINT OPPOSITE STA. 306+83.8 AND 418.5 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF HENRY BISLEY AND THE HIGHWAY TO A POINT OPPOSITE STA. 309. THENCE BY THE HIGHWAY AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 310+63.7; THENCE TO A POINT OPPOSITE STA. 318+65.4 AND 50 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 319+64 AND 418.5 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 321+66.6 AND 70 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 321+66.8; THENCE TO A POINT OPPOSITE STA. 324+74 AND 60 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 324+74; THENCE TO A POINT OPPOSITE STA. 325+67.6 AND 60 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 326+67.8 AND 60 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN THE HIGHWAY AND LAND OF GAMALIEL C. LEE TO A POINT OPPOSITE STA. 327+68 AND 418.5 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF GAMALIEL C. LEE AND LAND OF THE CITY OF SPRINGFIELD TO A POINT OPPOSITE STA. 328. THENCE BY LAND OF THE CITY OF SPRINGFIELD AND LAND OF MRS. B.W. KNOWLES TO A POINT OPPOSITE STA. 334 AND 60 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 339 AND 418.5 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF MRS. B.W. KNOWLES AND LAND OF JOHN CLARCY TO A POINT OPPOSITE STA. 342 AND 60 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 355+44.4 AND 60 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 355+86.4 AND 60 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 356+81 AND 60 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF JOHN CLARCY AND LAND OF GAMALIEL C. LEE TO A POINT OPPOSITE STA. 371+84 AND 95 FT. DISTANT THEREFROM; THENCE BY LAND OF THE B. AND A. R.R. CO. AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 95 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 376+84 AND 95 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE B. AND A. R.R. CO. AND LAND OF GAMALIEL C. LEE TO A POINT OPPOSITE STA. 380+84 AND 95 FT. DISTANT THEREFROM; THENCE BY LAND OF GAMALIEL C. LEE AS FOLLOWS: TO A POINT OPPOSITE STA. 382+80 AND 70 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 383+80 AND 110 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 110 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 388+20 AND 77.5 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 77.5 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF GAMALIEL C. LEE AND LAND OF THE B. AND A. R.R. CO. AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 95 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 389+20 AND 77.5 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 77.5 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE B. AND A. R.R. CO. AND LAND OF GAMALIEL C. LEE TO A POINT OPPOSITE STA. 391+50 AND 77.5 FT. DISTANT THEREFROM; THENCE BY LAND OF HENRY ELY AND BROTHERS AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 454+46.6; THENCE BY LAND OF HENRY ELY AND BROTHERS AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 454+46.8 AND 40 FT. DISTANT THEREFROM; THENCE BY LAND OF HENRY ELY AND BROTHERS AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 454+46.8 AND 38.75 FT. DISTANT THEREFROM; THENCE BY LAND OF HENRY ELY AND BROTHERS AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 418.5 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 457+46.8 AND 37.5 FT. DISTANT THEREFROM.

ALVIN BISLEY

HENRY BISLEY

Highway

GAMALIEL C. LEE

B. AND A. R.R. CO.

J.T. WATERMAN

THOMAS DEWEY

WELLS NOBLE

MAJOR PIERSON

CHARLES FOWLER

JOSEPH MOSELEY

SETH AND LUKE BUSH.

JOHN DISBLE

JAMES NOBLE

FRANK LEONARD.

NORTHERLY SIDE

HENRY ELY AND BROTHERS. THENCE BY LAND OF HENRY ELY AND BROTHERS AS FOLLOWS: TO A POINT OPPOSITE STA. 458+47 AND 36.25 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 36.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF HENRY ELY AND BROTHERS AND LAND OF DANIEL FOWLER TO A POINT OPPOSITE STA. 459+30. THENCE BY LAND OF DANIEL FOWLER PARALLEL TO THE CENTER LINE OF LOCATION AND 36.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF DANIEL FOWLER AND LAND OF CHARLES FOWLER TO A POINT OPPOSITE STA. 461. THENCE BY LAND OF CHARLES FOWLER PARALLEL TO THE CENTER LINE OF LOCATION AND 36.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF CHARLES FOWLER AND LAND OF FALDEN WHITE TO A POINT OPPOSITE STA. 463+25. THENCE BY LAND OF FALDEN WHITE PARALLEL TO THE CENTER LINE OF LOCATION AND 36.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINES BETWEEN LAND OF FALDEN WHITE AND THE HIGHWAY AND LAND OF FRANK LEONARD TO A POINT OPPOSITE STA. 465+50. THENCE BY LAND OF FRANK LEONARD PARALLEL TO THE CENTER LINE OF LOCATION AND 36.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF FRANK LEONARD AND LAND OF DAVID N. MOSELEY TO A POINT OPPOSITE STA. 476. THENCE BY LAND OF DAVID N. MOSELEY PARALLEL TO THE CENTER LINE OF LOCATION AND 36.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF DAVID N. MOSELEY AND LAND OF OWEN ROCKWELL TO A POINT OPPOSITE STA. 484. THENCE BY LAND OF OWEN ROCKWELL PARALLEL TO THE CENTER LINE OF LOCATION AND 36.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF OWEN ROCKWELL AND LAND OF ASA P. RAND TO A POINT OPPOSITE STA. 485+50. THENCE BY LAND OF ASA P. RAND PARALLEL TO THE CENTER LINE OF LOCATION AND 36.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF ASA P. RAND AND LAND OF CAROLINE ROBERTS TO A POINT OPPOSITE STA. 489. THENCE BY LAND OF CAROLINE ROBERTS PARALLEL TO THE CENTER LINE OF LOCATION AND 36.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF CAROLINE ROBERTS AND LAND OF JOHN C. BUSCHMANN TO A POINT OPPOSITE STA. 491+50. THENCE BY LAND OF JOHN C. BUSCHMANN PARALLEL TO THE CENTER LINE OF LOCATION AND 36.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF JOHN C. BUSCHMANN AND THE HIGHWAY KNOWN AS UNION STREET TO A POINT OPPOSITE STA. 495. THENCE AFTER CROSSING THE DIVISION LINE BETWEEN THE SAID HIGHWAY AND LAND OF MRS. ISAAC HUDSON BY LAND OF MRS. ISAAC HUDSON AND CROSSING THE DIVISION LINE BETWEEN LAND OF MRS. ISAAC HUDSON AND THE HIGHWAY KNOWN AS ELW STREET TO A POINT OPPOSITE STA. 496+54 AND 36.5 FT. DISTANT THEREFROM. THENCE CROSSING THE DIVISION LINE BETWEEN THE LAST MENTIONED HIGHWAY AND LAND OF THE B. AND A. R. R. CO. BY LAND OF THE B. AND A. R. R. CO. AS FOLLOWS: TO A POINT OPPOSITE STA. 499+765 AND 39.5 FT. DISTANT THEREFROM. AT STA. 499+765 THE CENTER LINE OF LOCATION CROSSES THE WESTERLY RAIL OF THE TRAC OF THE NEW HAVEN AND NORFOLK RAILROAD. THENCE TO A POINT OPPOSITE STA. 501+50 AND 41.25 FT. DISTANT THEREFROM. THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 503+81. THENCE TO A POINT OPPOSITE STA. 504+01 AND 50 FT. DISTANT THEREFROM. THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 510+81. THENCE TO A POINT OPPOSITE STA. 511+01 AND 41.25 FT. DISTANT THEREFROM. THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINES BETWEEN LAND OF THE B. AND A. R. R. CO. AND THE HIGHWAY AND LAND OF MARY PHELAN TO A POINT OPPOSITE STA. 514. THENCE BY LAND OF MARY PHELAN PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF MARY PHELAN AND LAND OF HIRAM HULL TO A POINT OPPOSITE STA. 528. THENCE BY LAND OF HIRAM HULL PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF HIRAM HULL AND LAND OF EDWARD NORTON TO A POINT OPPOSITE STA. 530+50. THENCE BY LAND OF EDWARD NORTON PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF EDWARD NORTON AND LAND OF DANIEL LOONEY TO A POINT OPPOSITE STA. 531+50. THENCE BY LAND OF DANIEL LOONEY PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF DANIEL LOONEY AND LAND OF MRS. FRANK BUSH TO A POINT OPPOSITE STA. 538+50. THENCE BY LAND OF MRS. FRANK BUSH PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF MRS. FRANK BUSH AND LAND OF PATRICK HICKEY TO A POINT OPPOSITE STA. 541+50. THENCE BY LAND OF PATRICK HICKEY PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF PATRICK HICKEY AND THE HIGHWAY TO A POINT OPPOSITE STA. 547+88 AND 75 FT. DISTANT THEREFROM. THENCE BY THE HIGHWAY PARALLEL TO THE CENTER LINE OF LOCATION AND 75 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 548+83. THENCE CROSSING THE DIVISION LINE BETWEEN THE HIGHWAY AND LAND OF BARTHOLOMEW MAHONEY TO A POINT OPPOSITE STA. 549+88 AND 41.25 FT. DISTANT THEREFROM. THENCE BY LAND OF BARTHOLOMEW MAHONEY PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF BARTHOLOMEW MAHONEY AND LAND OF DANIEL HOUGH TO A POINT OPPOSITE STA. 552+50. THENCE BY LAND OF DANIEL HOUGH PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINES BETWEEN LAND OF DANIEL HOUGH AND THE HIGHWAY AND LAND OF ALDEN PERRY TO A POINT OPPOSITE STA. 568. THENCE BY LAND OF ALDEN PERRY PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF ALDEN PERRY AND LAND OF FRANK ARTHUR TO A POINT OPPOSITE STA. 570. THENCE BY LAND OF FRANK ARTHUR PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF FRANK ARTHUR AND LAND OF THE B. AND A. R. R. CO. TO A POINT OPPOSITE STA. 573. THENCE BY LAND OF THE B. AND A. R. R. CO. PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE B. AND A. R. R. CO. AND LAND OF FRANK ARTHUR TO A POINT OPPOSITE STA. 575. THENCE BY LAND OF FRANK ARTHUR AND LAND OF THE HEIRS OF WILLIAM MORSE TO A POINT OPPOSITE STA. 581 AND 50 FT. DISTANT THEREFROM.

CENTER LINE

THENCE N 71°55' W 4655.25 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 499+18.25.  
THENCE WITH A 12° CURVE TO THE RIGHT 718.55 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 505+25.8.  
THENCE N 64°17' W 983.55 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 515+00.35.  
THENCE WITH A 10° CURVE TO THE LEFT 309.55 FT. TO STA. 519; THENCE WITH A 11° CURVE TO THE LEFT 180.00 FT. TO STA. 531; THENCE WITH A 0°58 CURVE TO THE LEFT 700 FT. TO STA. 538; THENCE WITH A 12° CURVE TO THE LEFT 328.6 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 541+86.1.  
THENCE S 89°44' W 1666.4 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 551+99.  
THENCE WITH A 0°55 CURVE TO THE RIGHT 251 FT. TO STA. 560+50; THENCE WITH A 21° CURVE TO THE RIGHT 480 FT. TO STA. 565; THENCE WITH A 12° CURVE TO THE RIGHT 500 FT. TO STA. 567; THENCE WITH A 0°56 CURVE TO THE RIGHT 300 FT. TO STA. 570; THENCE WITH A 21° CURVE TO THE RIGHT 300 FT. TO STA. 578; THENCE WITH A 16 CURVE TO THE RIGHT 300 FT. TO STA. 575; THENCE WITH A 12° CURVE TO THE RIGHT 447.4 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 578+47.4.

SOUTHERLY SIDE

THENCE BY LAND OF FRANK LEONARD AS FOLLOWS: TO A POINT OPPOSITE STA. 458+47 AND 46.25 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 46.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF FRANK LEONARD AND LAND OF MATTHEW MCNUITY TO A POINT OPPOSITE STA. 460+50. THENCE BY LAND OF MATTHEW MCNUITY PARALLEL TO THE CENTER LINE OF LOCATION AND 46.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF MATTHEW MCNUITY AND LAND OF WILLIAM H. LONG TO A POINT OPPOSITE STA. 462. THENCE BY LAND OF WILLIAM H. LONG PARALLEL TO THE CENTER LINE OF LOCATION AND 46.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF WILLIAM H. LONG AND LAND OF PETER TYRNEY TO A POINT OPPOSITE STA. 462+75. THENCE BY LAND OF PETER TYRNEY PARALLEL TO THE CENTER LINE OF LOCATION AND 46.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF PETER TYRNEY AND LAND OF PATRICK ROGERS TO A POINT OPPOSITE STA. 463+50. THENCE BY LAND OF PATRICK ROGERS PARALLEL TO THE CENTER LINE OF LOCATION AND 46.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINES BETWEEN LAND OF PATRICK ROGERS AND THE HIGHWAY AND LAND OF THOMAS TOBIN TO A POINT OPPOSITE STA. 466. THENCE BY LAND OF THOMAS TOBIN PARALLEL TO THE CENTER LINE OF LOCATION AND 46.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THOMAS TOBIN AND LAND OF THE B. AND A. R. R. CO. TO A POINT OPPOSITE STA. 469. THENCE BY LAND OF THE B. AND A. R. R. CO. PARALLEL TO THE CENTER LINE OF LOCATION AND 46.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE B. AND A. R. R. CO. AND THE HIGHWAY KNOWN AS UNION STREET TO A POINT OPPOSITE STA. 486. THENCE BY THE SAID HIGHWAY AND CROSSING THE DIVISION LINES BETWEEN THE SAID HIGHWAY AND LAND OF THE B. AND A. R. R. CO. AND LAND OF THE B. AND A. R. R. CO. AND THE HIGHWAY KNOWN AS ELW STREET TO A POINT OPPOSITE STA. 486+44 AND 45 FT. DISTANT THEREFROM. THENCE CROSSING THE LAST MENTIONED HIGHWAY BY LAND OF THE B. AND A. R. R. CO. AS FOLLOWS: TO A POINT OPPOSITE STA. 489+765 AND 44 FT. DISTANT THEREFROM. AT STA. 489+765 THE CENTER LINE OF LOCATION CROSSES THE WESTERLY RAIL OF THE TRAC OF THE NEW HAVEN AND NORFOLK RAILROAD. THENCE TO A POINT OPPOSITE STA. 501+50 AND 41.25 FT. DISTANT THEREFROM. THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE B. AND A. R. R. CO. AND THE WESTFIELD RIVER TO A POINT OPPOSITE STA. 505. THENCE BY THE WESTFIELD RIVER PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINES BETWEEN THE WESTFIELD RIVER AND THE HIGHWAY AND LAND OF DANIEL HOUGH TO A POINT OPPOSITE STA. 514+50. THENCE BY LAND OF DANIEL HOUGH PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF DANIEL HOUGH AND LAND OF HIRAM HULL TO A POINT OPPOSITE STA. 528. THENCE BY LAND OF HIRAM HULL PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF HIRAM HULL AND LAND OF JOHN C. BUSCHMANN TO A POINT OPPOSITE STA. 533. THENCE BY LAND OF JOHN C. BUSCHMANN PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF JOHN C. BUSCHMANN AND LAND OF DANIEL LOONEY TO A POINT OPPOSITE STA. 536. THENCE BY LAND OF DANIEL LOONEY PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF DANIEL LOONEY AND LAND OF MRS. FRANK BUSH TO A POINT OPPOSITE STA. 538. THENCE BY LAND OF MRS. FRANK BUSH PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF MRS. FRANK BUSH AND LAND OF PATRICK HICKEY TO A POINT OPPOSITE STA. 544. THENCE BY LAND OF PATRICK HICKEY AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 546+83. THENCE TO A POINT OPPOSITE STA. 547+88 AND 50 FT. DISTANT THEREFROM. THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 548+83. THENCE TO A POINT OPPOSITE STA. 549+88 AND 41.25 FT. DISTANT THEREFROM. THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 550+88. THENCE CROSSING THE DIVISION LINE BETWEEN LAND OF PATRICK HICKEY AND THE WESTFIELD RIVER TO A POINT OPPOSITE STA. 551+88 AND 50 FT. DISTANT THEREFROM. THENCE BY THE WESTFIELD RIVER PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 552+88. THENCE CROSSING THE DIVISION LINE BETWEEN THE WESTFIELD RIVER AND LAND OF WILLIAM KURIVAN TO A POINT OPPOSITE STA. 553+88 AND 41.25 FT. DISTANT THEREFROM. THENCE BY LAND OF WILLIAM KURIVAN PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF WILLIAM KURIVAN AND THE HIGHWAY TO A POINT OPPOSITE STA. 568+50. THENCE BY THE HIGHWAY PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN THE HIGHWAY AND LAND OF FRANK ARTHUR TO A POINT OPPOSITE STA. 570. THENCE BY LAND OF FRANK ARTHUR PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF FRANK ARTHUR AND LAND OF HANNAH BRASS TO A POINT OPPOSITE STA. 572.

FRANK LEONARD  
MATTHEW MCNUITY  
WILLIAM H LONG  
PETER TYRNEY  
PATRICK ROGERS  
THOMAS TOBIN  
B. AND A. R. R. CO.  
HIGHWAY  
B. AND A. R. R. CO.  
WESTFIELD RIVER  
DANIEL HOUGH  
HIRAM HULL  
JOHN C. BUSCHMANN  
DANIEL LOONEY  
MRS. FRANK BUSH  
PATRICK HICKEY  
WESTFIELD RIVER  
WILLIAM KURIVAN  
HIGHWAY  
FRANK ARTHUR

NORTHERLY SIDE

HEIRS OF WILLIAM MORSE. THENCE BY LAND OF THE HEIRS OF WILLIAM MORSE AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 578+97; THENCE TO A POINT OPPOSITE STA. 579+87 AND 4125 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE HEIRS OF WILLIAM MORSE AND THE HIGHWAY TO A POINT OPPOSITE STA. 608. THENCE BY THE HIGHWAY PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN THE HIGHWAY AND LAND OF JOHN PEELER TO A POINT OPPOSITE STA. 608+97. THENCE BY LAND OF JOHN PEELER AS FOLLOWS: TO A POINT OPPOSITE STA. 608+87 AND 50 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 606+97; THENCE TO A POINT OPPOSITE STA. 607+87 AND 4125 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 609+97; THENCE TO A POINT OPPOSITE STA. 610+97 AND 50 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF JOHN PEELER AND LAND OF OLIVER TOWLE TO A POINT OPPOSITE STA. 611+50. THENCE BY LAND OF OLIVER TOWLE PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF OLIVER TOWLE AND LAND OF DAVID PERRY TO A POINT OPPOSITE STA. 612. THENCE BY LAND OF DAVID PERRY AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 613+97; THENCE TO A POINT OPPOSITE STA. 614+97 AND 4125 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF DAVID PERRY AND LAND OF BARNUM PERRY TO A POINT OPPOSITE STA. 622. THENCE BY LAND OF BARNUM PERRY PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF BARNUM PERRY AND LAND OF PATRICK BURNS TO A POINT OPPOSITE STA. 628. THENCE BY LAND OF PATRICK BURNS PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF PATRICK BURNS AND LAND OF MRS. EDWARD BANCROFT TO A POINT OPPOSITE STA. 646. THENCE BY LAND OF MRS. EDWARD BANCROFT PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF MRS. EDWARD BANCROFT AND LAND OF CHARLES ATKINS TO A POINT OPPOSITE STA. 670. THENCE BY LAND OF CHARLES ATKINS PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF CHARLES ATKINS AND LAND OF OLIVER TOWLE TO A POINT OPPOSITE STA. 676. THENCE BY LAND OF OLIVER TOWLE TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF OLIVER TOWLE AND LAND OF CHARLES ATKINS TO A POINT OPPOSITE STA. 679. THENCE BY LAND OF CHARLES ATKINS PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF CHARLES ATKINS AND LAND OF ROYAL BANCROFT TO A POINT OPPOSITE STA. 682. THENCE BY LAND OF ROYAL BANCROFT AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 706+82; THENCE TO A POINT OPPOSITE STA. 707+82 AND 76 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 708+85 AND 98 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 709+88 AND 132 FT. DISTANT THEREFROM; THENCE CROSSING THE DIVISION LINE BETWEEN LAND OF ROYAL BANCROFT AND LAND OF EDWARD COLES WHICH IS ALSO THE TOWN LINE BETWEEN WESTFIELD AND MONTICUSETT, TO A POINT OPPOSITE STA. 710+94 AND 138 FT. DISTANT THEREFROM. THENCE BY LAND OF EDWARD COLES AS FOLLOWS: TO A POINT OPPOSITE STA. 710+95 AND 80 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 90 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 716; THENCE TO A POINT OPPOSITE STA. 717 AND 96 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 718 AND 106 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 719 AND 109 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 720 AND 106 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 721 AND 108 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 722 AND 144 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 723 AND 169 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 724+137 AND 154 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 154 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 725+14; THENCE TO A POINT OPPOSITE STA. 726+14 AND 185 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 727+14.6 AND 205 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 728+15 AND 248 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 729+153 AND 256 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 730+15.5 AND 247 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 731+5.9 AND 140 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 732+16.3 AND 218 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 732+145 AND 164 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 734 AND 215 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 736 AND 236 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 736 AND 258 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 737 AND 218 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 738 AND 202 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 739 AND 220 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 740 AND 230 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 741 AND 200 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 742 AND 174 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 743 AND 166 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 744 AND 130 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 745 AND 99 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 746 AND 83 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 746+67 AND 86 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 747+21 AND 94 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 748+21.4 AND 96 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 749 AND 108 FT. DISTANT THEREFROM; THENCE CROSSING THE DIVISION LINE BETWEEN LAND OF EDWARD COLES AND LAND OF THOMAS J. WILLISTON TO A POINT OPPOSITE STA. 750+22 AND 70 FT. DISTANT THEREFROM. THENCE BY LAND OF THOMAS J. WILLISTON AS FOLLOWS: TO A POINT OPPOSITE STA. 751+22.4 AND 73 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 752+22.7 AND 70 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 753+23 AND 67 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 754+23.9 AND 48 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 755+23.7 AND 41.25 FT. DISTANT THEREFROM;

CENTER LINE

THENCE N. 67° 50' W. 8964 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 668+11.4. THENCE WITH A 0° 55' CURVE TO THE RIGHT 288.6 FT. TO STA. 675; THENCE WITH A 1° 0' CURVE TO THE RIGHT 1830 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 692+30. THENCE N. 24° 14' W. 848.6 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 701+78.6. THENCE WITH A 1° 33' CURVE TO THE RIGHT 321.4 FT. TO STA. 703; THENCE WITH A 2° 26' CURVE TO THE RIGHT 400 FT. TO STA. 709; THENCE WITH A 1° 57' CURVE TO THE RIGHT 516 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 714+16. THENCE N. 83° 48' W. 111.75 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 715+77.5. THENCE WITH A 2° 26' CURVE TO THE LEFT 272.25 FT. TO STA. 718; THENCE WITH A 4° 46' CURVE TO THE LEFT 400 FT. TO STA. 722; THENCE WITH A 4° 28' CURVE TO THE LEFT 300 FT. TO STA. 725; THENCE WITH A 1° 06' CURVE TO THE LEFT 282.5 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 727+89. THENCE N. 54° 15' W. 1617.5 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 744. THENCE WITH A 0° 34' CURVE TO THE RIGHT 300 FT. TO STA. 747; THENCE WITH A 1° 7' CURVE TO THE RIGHT 700 FT. TO STA. 751; THENCE WITH A 1° 30' CURVE TO THE RIGHT 600 FT. TO STA. 760.

SOUTHERLY SIDE

THENCE BY LAND OF HANNAH BRASS PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF HANNAH BRASS AND THE HIGHWAY AND THE HIGHWAY AND LAND OF THE HEIRS OF WILLIAM MORSE TO A POINT OPPOSITE STA. 592+50. THENCE BY LAND OF THE HEIRS OF WILLIAM MORSE AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 608+97; THENCE TO A POINT OPPOSITE STA. 608+87 AND 50 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 606+97; THENCE CROSSING THE DIVISION LINE BETWEEN LAND OF THE HEIRS OF WILLIAM MORSE AND LAND OF OLIVER TOWLE TO A POINT OPPOSITE STA. 607+87 AND 4125 FT. DISTANT THEREFROM. THENCE BY LAND OF OLIVER TOWLE AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 609+97; THENCE TO A POINT OPPOSITE STA. 610+97 AND 50 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF OLIVER TOWLE AND LAND OF DAVID PERRY TO A POINT OPPOSITE STA. 612+50. THENCE BY LAND OF DAVID PERRY AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 613+97; THENCE TO A POINT OPPOSITE STA. 614+97 AND 4125 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF DAVID PERRY AND LAND OF BARNUM PERRY TO A POINT OPPOSITE STA. 622. THENCE BY LAND OF BARNUM PERRY PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF BARNUM PERRY AND LAND OF PATRICK BURNS TO A POINT OPPOSITE STA. 628. THENCE BY LAND OF PATRICK BURNS PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF PATRICK BURNS AND LAND OF ROYAL BANCROFT TO A POINT OPPOSITE STA. 646. THENCE BY LAND OF ROYAL BANCROFT PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF ROYAL BANCROFT AND LAND OF CHARLES ATKINS TO A POINT OPPOSITE STA. 670+50. THENCE BY LAND OF CHARLES ATKINS PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF CHARLES ATKINS AND LAND OF OLIVER TOWLE TO A POINT OPPOSITE STA. 676. THENCE BY LAND OF OLIVER TOWLE PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF OLIVER TOWLE AND LAND OF THE B AND A R R CO. TO A POINT OPPOSITE STA. 680+50. THENCE BY LAND OF THE B AND A R R CO. PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE B AND A R R CO. AND LAND OF ROYAL BANCROFT TO A POINT OPPOSITE STA. 681+50. THENCE BY LAND OF ROYAL BANCROFT PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 682+50. THENCE BY LAND OF EDWARD COLES AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 732+16.3; THENCE TO A POINT OPPOSITE STA. 733+16.6 AND 92 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 735+17.2 AND 96 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 86 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 736+17.5; THENCE TO A POINT OPPOSITE STA. 737+17.9 AND 83 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 738+18.2 AND 76 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 76 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 740+18.8. THENCE TO A POINT OPPOSITE STA. 741+191 AND 73 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 742+19.6 AND 68 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 743+19.8 AND 47.25 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 47.25 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 744+20.3; THENCE TO A POINT OPPOSITE STA. 745+20.4 AND 53 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 746+20.8 AND 47.25 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 47.25 FT. DISTANT THEREFROM TO THE DIVISION LINE BETWEEN LAND OF EDWARD COLES AND LAND OF THOMAS J. WILLISTON TO A POINT ABOUT OPPOSITE STA. 750+11. THENCE BY SAID DIVISION LINE TO A POINT 4125 FT. DISTANT FROM THE CENTER LINE OF LOCATION. THENCE BY LAND OF THOMAS J. WILLISTON AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 4125 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 751+22.4; THENCE TO A POINT OPPOSITE STA. 752+22.7 AND 44 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 754+23.9 AND 47 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 755+23.7 AND 41.25 FT. DISTANT THEREFROM;

HANNAH BRASS  
HEIRS OF WILLIAM MORSE  
OLIVER TOWLE  
DAVID PERRY  
BARNUM PERRY  
PATRICK BURNS  
ROYAL BANCROFT  
CHARLES ATKINS  
OLIVER TOWLE  
B AND A R R CO  
ROYAL BANCROFT  
EDWARD COLES  
THOMAS J. WILLISTON



## THOMAS J WILLISTON

B AND A. R. R. Co.

GEORGE W. FROST

AUGUSTUS PLANT

B AND A R.R.Co.

JANVIER GIBBS

BAND A B B Co

SOUTHERLY SIDE

THENCE WITH A 5.14° CURVE TO THE LEFT 415.2 FT TO AN IRON ROD AT THE TANGENT POINT STA 839+304.7  
THENCE N 86° 33' W 1170.2 FT TO AN IRON ROD AT THE TANGENT POINT STA 848+2.6.  
THENCE WITH A 3.17° CURVE TO THE RIGHT 397.4 FT TO STA. 850; THENCE WITH A 1.30° CURVE TO THE RIGHT 400 FT TO STA. 854; THENCE WITH A 2.6° CURVE TO THE RIGHT 200 FT TO STA. 850; THENCE WITH A 3.16° CURVE TO THE RIGHT 300 FT TO STA. 859, THENCE WITH A 2.14° CURVE TO THE RIGHT 228.75 FT TO AN IRON ROD AT THE TANGENT POINT STA 861+28.75.  
THENCE N 15° 45' W 427.55 FT TO AN IRON ROD AT THE TANGENT POINT STA. 865+56.3.

THENCE WITH A 317' CURVE TO  
 THE RIGHT 397.4 FT. TO STA. 850;  
 THENCE WITH A 1230' CURVE TO THE  
 RIGHT 400 FT. TO STA. 854; THENCE  
 WITH A 216' CURVE TO THE RIGHT  
 200 FT. TO STA. 859; THENCE WITH  
 A 316' CURVE TO THE RIGHT 300 FT.  
 TO STA. 859; THENCE WITH A 2140'  
 CURVE TO THE RIGHT 228.75 FT. TO  
 AN IRON ROD AT THE TANGENT POINT  
 STA. 861+28.75;  
 THENCE N 45°40' W 427.65 FT.  
 TO AN IRON ROD AT THE TANGENT  
 POINT STA. 865+56.3.  
 THENCE WITH A 2127' CURVE TO  
 THE RIGHT 373.4 FT. TO STA. 869  
 +29.7; THENCE WITH A 2230' CURVE  
 TO THE RIGHT 1570.3 FT. TO STA.  
 886.

THENCE WITH A 2°27' CURVE  
TO THE RIGHT 373.4 FT. TO STA. 869  
+29.7; THENCE WITH A 2°30' CURVE  
TO THE RIGHT 1570.8 FT. TO STA.  
885.

GEORGE W. FROST

AUGUSTUS PLANT

JAMES GIBBS

WESTFIELD RIVER

B AND A B B Co

NORTHERLY SIDE

B AND A. R. R. CO. Thence by LAND OF THE B AND A. R. R. CO. PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE B AND A. R. R. CO AND LAND OF JARVIS GIBBS TO A POINT OPPOSITE STA. 907. Thence by LAND OF JARVIS GIBBS AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 912+94; Thence TO A POINT OPPOSITE STA. 914+94 AND 80 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 80 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 915+94; Thence TO A POINT OPPOSITE STA. 917+44 AND 41.25 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 921+44; Thence TO A POINT OPPOSITE STA. 927+44 AND 80 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 80 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 930+44; Thence CROSSING THE TOWN LINE BETWEEN RUSSELL AND MONTGOMERY TO A POINT OPPOSITE STA. 932+44 AND 41.25 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 935+94; Thence TO A POINT OPPOSITE STA. 936+94 AND 60 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 937+94; Thence CROSSING THE DIVISION LINE BETWEEN LAND OF JARVIS GIBBS AND LAND OF M. M. HOLCOMB TO A POINT OPPOSITE STA. 939+44 AND 41.25 FT DISTANT THEREFROM. Thence BY LAND OF M. M. HOLCOMB AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 949+61 AND 100 FT DISTANT THEREFROM; Thence TO A POINT OPPOSITE STA. 950+61 AND 50 FT DISTANT THEREFROM; Thence TO A POINT OPPOSITE STA. 951+61 AND 50 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 956+61; Thence TO A POINT OPPOSITE STA. 957+61 AND 60 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 959+61; Thence TO A POINT OPPOSITE STA. 963+61 AND 50 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 964+61; Thence TO A POINT OPPOSITE STA. 962+61 AND 401.25 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 965+61; Thence TO A POINT OPPOSITE STA. 966+61 AND 50 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 968+61; Thence TO A POINT OPPOSITE STA. 969+61 AND 50 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 972+61 AND 41.25 FT DISTANT THEREFROM; Thence BY LAND OF M. M. HOLCOMB AND LAND OF THE B AND A. R. R. CO. PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT DISTANT THEREFROM. Thence BY LAND OF THE B AND A. R. R. CO. AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 974+43 AND 60 FT DISTANT THEREFROM; Thence BY LAND OF THE B AND A. R. R. CO. AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 976+43 AND 70 FT DISTANT THEREFROM; Thence TO A POINT OPPOSITE STA. 976+43 AND 80 FT DISTANT THEREFROM; Thence TO A POINT OPPOSITE STA. 977+43 AND 80 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 80 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 979+43; Thence TO A POINT OPPOSITE STA. 980+43 AND 100 FT DISTANT THEREFROM; Thence CROSSING THE DIVISION LINE BETWEEN LAND OF THE B AND A. R. R. CO AND LAND OF HENRY HOLCOMB TO A POINT OPPOSITE STA. 981+43 AND 50 FT DISTANT THEREFROM. Thence BY LAND OF HENRY HOLCOMB PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 982+43; Thence CROSSING THE DIVISION LINE BETWEEN LAND OF HENRY HOLCOMB AND LAND OF ELISHA CLARK TO A POINT OPPOSITE STA. 983+43 AND 55 FT DISTANT THEREFROM. Thence BY LAND OF ELISHA CLARK AS FOLLOWS: TO A POINT OPPOSITE STA. 984+43 AND 41.25 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 984+43; Thence TO A POINT OPPOSITE STA. 985+43 AND 80 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 80 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 986+93; Thence TO A POINT OPPOSITE STA. 987+93 AND 85 FT DISTANT THEREFROM; Thence TO A POINT OPPOSITE STA. 988+93 AND 41.25 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF ELISHA CLARK AND LAND OF HUGH CLARK TO A POINT OPPOSITE STA. 1004. Thence BY LAND OF HUGH CLARK AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 1015+93; Thence TO A POINT OPPOSITE STA. 1016+93 AND 50 FT DISTANT THEREFROM; Thence TO A POINT OPPOSITE STA. 1017+93 AND 41.25 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 1020+93; Thence TO A POINT OPPOSITE STA. 1021+93 AND 50 FT DISTANT THEREFROM; Thence TO A POINT OPPOSITE STA. 1023+93 AND 55 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 55 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 1023+93; Thence TO A POINT OPPOSITE STA. 1024+93 AND 60 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 1025+93; Thence TO A POINT OPPOSITE STA. 1026+93 AND 41.25 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF HUGH CLARK AND LAND OF LADREW CLARK TO A POINT OPPOSITE STA. 1029. Thence BY LAND OF LADREW CLARK PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF LADREW CLARK AND LAND OF THE HEIRS OF FREDERICK WRIGHT TO A POINT OPPOSITE STA. 1044. Thence BY LAND OF THE HEIRS OF FREDERICK WRIGHT PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT DISTANT THEREFROM TO THE COUNTY LINE BETWEEN HAMPSHIRE COUNTY AND HAMPSHIRE COUNTY. Thence BY SAID COUNTY LINE S.25°53'W TO STA. 1054+22 ON THE CENTER LINE OF LOCATION

JARVIS GIBBS

M. M. HOLCOMB

B. AND A. R. R. CO.

HENRY HOLCOMB

ELISHA CLARK

HUGH CLARK

LADREW CLARK

HEIRS OF FREDERICK WRIGHT

CENTER LINE

Thence WITH A 23' CURVE TO THE RIGHT 454.25 TO AN IRON ROD AT THE TANGENT POINT STA. 889+54.25

Thence N. 41°10' E. 2989.5 FT TO AN IRON ROD AT THE TANGENT POINT STA. 917+63.4

Thence WITH A 15' CURVE TO THE RIGHT 986.8 FT TO AN IRON ROD AT THE TANGENT POINT STA. 923+50.

Thence N. 20°2' E. 467 FT TO AN IRON ROD AT THE TANGENT POINT STA. 928+17.

Thence WITH A 5'54" CURVE TO THE LEFT 288 FT TO STA. 931.

Thence WITH A 5'58.15" CURVE TO THE LEFT 1100 FT TO STA. 942.

Thence WITH A 5'50" CURVE TO THE LEFT 419.2 FT TO AN IRON ROD AT THE TANGENT POINT STA. 946+19.3.

Thence N. 85°23' W. 58.7 FT TO AN IRON ROD AT THE TANGENT POINT STA. 946+76.

Thence WITH A 45.06" CURVE TO THE RIGHT 294 FT TO STA. 950.

Thence WITH A 5'30" CURVE TO THE RIGHT 1410 FT TO AN IRON ROD AT THE TANGENT POINT STA. 954+10.

Thence N. 7°4' E. 189 FT TO AN IRON ROD AT THE TANGENT POINT STA. 966.

Thence WITH A 3'0" CURVE TO THE LEFT 200 FT TO STA. 968.

Thence WITH A 5'4" CURVE TO THE LEFT 450 FT TO STA. 972.

Thence WITH A 2'4" CURVE TO THE LEFT 24 FT TO AN IRON ROD AT THE TANGENT POINT STA. 974+14.

Thence N. 22°37' W. 1358 FT TO AN IRON ROD AT THE TANGENT POINT STA. 987+72.

Thence WITH A 2'0" CURVE TO THE RIGHT 335.14 FT TO STA. 991+71.

Thence WITH A 2'50" CURVE TO THE RIGHT 382.86 FT TO STA. 995.

Thence WITH A 1'45" CURVE TO THE RIGHT 238.2 FT TO AN IRON ROD AT THE TANGENT POINT STA. 997+38.2.

Thence N. 15° E. 681.8 FT TO AN IRON ROD AT THE TANGENT POINT STA. 1004+20.

Thence WITH A 1'5" CURVE TO THE RIGHT 680 FT TO AN IRON ROD AT THE TANGENT POINT STA. 1011.

Thence N. 81°30' E. 150 FT TO AN IRON ROD AT THE TANGENT POINT STA. 1012+60.

Thence WITH A 1'0" CURVE TO THE LEFT 200 FT TO STA. 1015.

Thence WITH A 4'0" CURVE TO THE LEFT 600 FT TO STA. 1020.

Thence WITH A 4'15" CURVE TO THE LEFT 600 FT TO STA. 1026.

Thence WITH A 2'0" CURVE TO THE LEFT 200 FT TO STA. 1028.

Thence WITH A 5'00" CURVE TO THE LEFT 200 FT TO STA. 1030.

Thence WITH A 5'00" CURVE TO THE LEFT 200 FT TO STA. 1032.

Thence WITH A 4'30" CURVE TO THE LEFT 300 FT TO STA. 1035.

Thence WITH A 5'00" CURVE TO THE LEFT 200 FT TO AN IRON ROD AT THE TANGENT POINT STA. 1037+61.

Thence N. 82°50' W. 816.7 FT TO AN IRON ROD AT THE TANGENT POINT STA. 1038+90.5.

Thence WITH A 1'18.30" CURVE TO THE RIGHT 269.5 FT TO STA. 1041.

Thence WITH A 2'00" CURVE TO THE RIGHT 312.5 FT TO THE COUNTY LINE BETWEEN HAMPSHIRE COUNTY AND HAMPSHIRE COUNTY STA. 1054+22.

SOUTHERLY SIDE

Thence BY THE WESTFIELD RIVER TO LAND OF THE B AND A. R. R. CO AT A POINT OPPOSITE STA. 941+44 AND 60 FT DISTANT THEREFROM. Thence BY LAND OF THE B AND A. R. R. CO AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 80 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 945+44; Thence TO A POINT OPPOSITE STA. 946+44 AND 41.25 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE B AND A. R. R. CO. AND LAND OF M. M. HOLCOMB TO A POINT OPPOSITE STA. 949+61. Thence BY LAND OF M. M. HOLCOMB AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 951+61; Thence TO A POINT OPPOSITE STA. 952+61 AND 60 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 954+61; Thence TO A POINT OPPOSITE STA. 955+61 AND 50 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 958+61; Thence TO A POINT OPPOSITE STA. 959+61 AND 45.5 FT DISTANT THEREFROM; Thence TO A POINT OPPOSITE STA. 960+61 AND 41.25 FT DISTANT THEREFROM; Thence TO A POINT OPPOSITE STA. 961+61 AND 50 FT DISTANT THEREFROM; Thence TO A POINT OPPOSITE STA. 962+61 AND 50 FT DISTANT THEREFROM; Thence TO A POINT OPPOSITE STA. 963+61 AND 70 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 70 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF M. M. HOLCOMB AND THE WESTFIELD RIVER TO A POINT OPPOSITE STA. 965. Thence BY THE WESTFIELD RIVER AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 70 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 968+61; Thence TO A POINT OPPOSITE STA. 969+61 AND 50 FT DISTANT THEREFROM; Thence TO A POINT OPPOSITE STA. 970+61 AND 41.25 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 972+61; Thence TO A POINT OPPOSITE STA. 973+61 AND 75 FT DISTANT THEREFROM; Thence TO A POINT OPPOSITE STA. 974+61 AND 80 FT DISTANT THEREFROM; Thence TO A POINT OPPOSITE STA. 975+43 AND 60 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 75 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 75 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 977+43; Thence TO A POINT OPPOSITE STA. 978+43 AND 50 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 979+43; Thence TO A POINT OPPOSITE STA. 980+43 AND 70 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 70 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN THE WESTFIELD RIVER AND LAND OF ELISHA CLARK TO A POINT OPPOSITE STA. 983+6. Thence BY LAND OF ELISHA CLARK AS FOLLOWS: TO A POINT OPPOSITE STA. 984+43 AND 65 FT DISTANT THEREFROM; Thence TO A POINT OPPOSITE STA. 984+43 AND 41.25 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF ELISHA CLARK AND LAND OF HUGH CLARK TO A POINT OPPOSITE STA. 1004. Thence BY LAND OF HUGH CLARK AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 1011+93; Thence TO A POINT OPPOSITE STA. 1012+93 AND 55 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 55 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 1015+93 AND 80 FT DISTANT THEREFROM; Thence BY THE WESTFIELD RIVER AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 80 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 1018+93; Thence TO A POINT OPPOSITE STA. 1019+93 AND 75 FT DISTANT THEREFROM; Thence CROSSING THE DIVISION LINE BETWEEN THE WESTFIELD RIVER AND LAND OF HUGH CLARK TO A POINT OPPOSITE STA. 1020+93 AND 75 FT DISTANT THEREFROM. Thence BY LAND OF HUGH CLARK AS FOLLOWS: TO A POINT OPPOSITE STA. 1021+93 AND 41.25 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 1023+93; Thence TO A POINT OPPOSITE STA. 1023+93 AND 60 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT DISTANT THEREFROM TO A POINT OPPOSITE STA. 1024+93 AND 75 FT DISTANT THEREFROM; Thence PARALLEL TO THE CENTER LINE OF LOCATION AND 75 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF HUGH CLARK AND LAND OF LADREW CLARK TO A POINT OPPOSITE STA. 1029. Thence BY LAND OF LADREW CLARK PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF LADREW CLARK AND LAND OF THE HEIRS OF FREDERICK WRIGHT TO A POINT OPPOSITE STA. 1040. Thence BY LAND OF THE HEIRS OF FREDERICK WRIGHT PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT DISTANT THEREFROM TO THE COUNTY LINE BETWEEN HAMPSHIRE COUNTY AND HAMPSHIRE COUNTY. Thence BY SAID COUNTY LINE N.25°53'E TO STA. 1054+22 ON THE CENTER LINE OF LOCATION

WESTFIELD RIVER  
B AND A. R. R. CO.

M. M. HOLCOMB

WESTFIELD RIVER

ELISHA CLARK

HUGH CLARK

WESTFIELD RIVER

HUGH CLARK

LADREW CLARK

HEIRS OF FREDERICK WRIGHT

## NORTHERLY SIDE

BEGINNING AT STA 1196+60 WHERE THE COUNTY LINE BETWEEN HAMPSHIRE COUNTY AND HAMPSHIRE COUNTY CROSSES THE CENTER LINE OF LOCATION THENCE BY SAID COUNTY LINE N 15° 43' E. TO A POINT WHERE THE SAID COUNTY LINE INTERSECTS A LINE PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM; THENCE BY LAND OF EDWARD FISK PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF EDWARD FISK AND LAND OF THE CHESTER MICA CO. TO A POINT OPPOSITE STA. 1219; THENCE BY LAND OF THE CHESTER MICA CO. PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE CHESTER MICA CO. AND THE WESTFIELD RIVER TO A POINT OPPOSITE STA. 1246; THENCE BY THE WESTFIELD RIVER PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN THE WESTFIELD RIVER AND LAND OF THE CHESTER MICA CO. TO A POINT OPPOSITE STA. 1260; THENCE BY LAND OF THE CHESTER MICA CO. PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE CHESTER MICA CO. AND LAND OF THE MASS. MUTUAL LIFE INSURANCE CO. AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE HIGHWAY AT ABOUT STA. 1291+25 TO A POINT OPPOSITE STA. 1324+5; THENCE TO A POINT OPPOSITE STA. 1325+5 AND 80 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 80 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE MASS. MUTUAL LIFE INSURANCE CO. AND LAND OF JONATHAN MELVIN TO A POINT OPPOSITE STA. 1325+50; THENCE BY LAND OF JONATHAN MELVIN AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 80 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1327+5; THENCE TO A POINT OPPOSITE STA. 1328+5 AND 60 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 1329+5 AND 41.25 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF JONATHAN MELVIN AND LAND OF ENOS SMITH TO A POINT OPPOSITE STA. 1338; THENCE BY LAND OF ENOS SMITH PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF ENOS SMITH AND LAND OF NEWTON COLES TO A POINT OPPOSITE STA. 1372; THENCE BY LAND OF NEWTON COLES AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE WESTFIELD RIVER TO A POINT OPPOSITE STA. 1391+44; THENCE TO A POINT OPPOSITE STA. 1385+44 AND 60 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 1393+44 AND 41.25 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF NEWTON COLES AND LAND OF E. WILLCUTT TO A POINT OPPOSITE STA. 1394; THENCE BY LAND OF E. WILLCUTT PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF E. WILLCUTT AND THE HIGHWAY TO A POINT OPPOSITE STA. 1386; THENCE BY THE HIGHWAY AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1392+50; THENCE TO A POINT OPPOSITE STA. 1393+50 AND 24.75 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 24.75 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1404+82.

## CENTER LINE

BEGINNING AT STA 1196+60 WHERE THE CENTER LINE OF LOCATION THENCE BY SAID COUNTY LINE WHERE THE CENTER LINE OF LOCATION CROSSES THE COUNTY LINE BETWEEN HAMPSHIRE COUNTY AND HAMPSHIRE COUNTY AND CROSSING THE DIVISION LINE BETWEEN LAND OF EDWARD FISK AND LAND OF THE CHESTER MICA CO. TO A POINT OPPOSITE STA. 1203; THENCE WITH A 1.46° CURVE TO THE RIGHT 181 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1203+81; THENCE N. 84° 37' W. 690 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1209+90; THENCE WITH A 0.55° CURVE TO THE LEFT 1120 FT. TO STA. 1222; THENCE WITH A 1.33° CURVE TO THE LEFT 400 FT. TO STA. 1226; THENCE WITH A 1° 18' CURVE TO THE LEFT 500 FT. TO STA. 1231; THENCE WITH A 2.30° CURVE TO THE LEFT 200 FT. TO STA. 1233; THENCE WITH A 1° 0' CURVE TO THE LEFT 100 FT. TO STA. 1234; THENCE WITH A 2.5° CURVE TO THE LEFT 300 FT. TO STA. 1237; THENCE WITH A 1.40° CURVE TO THE LEFT 258.6 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1239+86; THENCE N. 73° 55' W. 865 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1249+84; THENCE WITH A 3° 06' CURVE TO THE RIGHT 206 FT. TO STA. 1250; THENCE WITH A 3° 45' CURVE TO THE RIGHT 100 FT. TO STA. 1264; THENCE WITH A 2° 36' CURVE TO THE RIGHT 800 FT. TO STA. 1267; THENCE WITH A 2° 10' CURVE TO THE RIGHT 200 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1269; THENCE N. 1° 18' E. 449 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1269+49; THENCE WITH A 2° 30' CURVE TO THE LEFT 251 FT. TO STA. 1273; THENCE WITH A 3° 10' CURVE TO THE LEFT 1100 FT. TO STA. 1284; THENCE WITH A 2° 54' CURVE TO THE LEFT 500 FT. TO STA. 1289; THENCE WITH A 2° 44' CURVE TO THE LEFT 200 FT. TO STA. 1291; THENCE WITH A 3° 26' CURVE TO THE LEFT 400 FT. TO STA. 1295; THENCE WITH A 2° 44' CURVE TO THE LEFT 368 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1298+68; THENCE N. 85° 53' W. 1658 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1304+00; THENCE WITH A 1° 08' CURVE TO THE RIGHT 598 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1320+88; THENCE N. 72° 18' W. 212 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1323; THENCE WITH A 2° 30' CURVE TO THE RIGHT 695 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1323+85; THENCE N. 64° 29' W. 872 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1339+00; THENCE WITH A 1° 10' CURVE TO THE LEFT 851.6 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1341+18.5; THENCE N. 65° 34' W. 867.6 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1349+85; THENCE WITH A 1° 57' CURVE TO THE RIGHT 2.4 FT. TO STA. 1347; THENCE WITH A 2° 7' CURVE TO THE RIGHT 300 FT. TO STA. 1350; THENCE WITH A 2° 0' CURVE TO THE RIGHT 800 FT. TO STA. 1359; THENCE WITH A 1° 12' CURVE TO THE RIGHT 670.4 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1364+79.4; THENCE N. 61° 55' W. 1005.4 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1374+84.6.

## SOUTHERLY SIDE

BEGINNING AT STA 1196+60 WHERE THE COUNTY LINE BETWEEN HAMPSHIRE COUNTY AND HAMPSHIRE COUNTY CROSSES THE CENTER LINE OF LOCATION THENCE BY SAID COUNTY LINE S 15° 43' W. TO A POINT WHERE SAID COUNTY LINE INTERSECTS A LINE PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM; THENCE BY LAND OF EDWARD FISK AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1201+55; THENCE TO A POINT OPPOSITE STA. 1203+47 AND 60 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 1204+47 AND 41.25 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF EDWARD FISK AND LAND OF THE CHESTER MICA CO. TO A POINT OPPOSITE STA. 1226; THENCE BY LAND OF THE CHESTER MICA CO. AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1242+83; THENCE TO A POINT OPPOSITE STA. 1248+88 AND 60 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 1244+88 AND 41.25 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1258+95; THENCE TO A POINT OPPOSITE STA. 1264+95 AND 60 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1265+95; THENCE TO A POINT OPPOSITE STA. 1266+95 AND 41.25 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1268; THENCE TO A POINT OPPOSITE STA. 1269 AND 65 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE CHESTER MICA CO. AND LAND OF THE MASS. MUTUAL LIFE INSURANCE CO. TO A POINT OPPOSITE STA. 1262; THENCE BY LAND OF THE MASS. MUTUAL LIFE INSURANCE CO. AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1282+5; THENCE TO A POINT OPPOSITE STA. 1283+5 AND 65 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 65 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1284+5; THENCE TO A POINT OPPOSITE STA. 1284+5 AND 41.25 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE MASS. MUTUAL LIFE INSURANCE CO. AND LAND OF MARY KENNEDY TO A POINT OPPOSITE STA. 1291+5 AND 60 FT. DISTANT THEREFROM; THENCE BY LAND OF MARY KENNEDY AS FOLLOWS: TO A POINT OPPOSITE STA. 1299+5 AND 65 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 65 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1300+5; THENCE TO A POINT OPPOSITE STA. 1300+5 AND 50 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 50 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1304+5; THENCE TO A POINT OPPOSITE STA. 1305+5 AND 41.25 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF MARY KENNEDY AND LAND OF THE MASS. MUTUAL LIFE INSURANCE CO. TO A POINT OPPOSITE STA. 1305; THENCE BY LAND OF THE MASS. MUTUAL LIFE INSURANCE CO. PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE MASS. MUTUAL LIFE INSURANCE CO. AND THE WESTFIELD RIVER AND THE WESTFIELD RIVER AND LAND OF ENOS SMITH TO A POINT OPPOSITE STA. 1307; THENCE BY LAND OF ENOS SMITH PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF ENOS SMITH AND THE WESTFIELD RIVER TO A POINT OPPOSITE STA. 1333; THENCE BY THE WESTFIELD RIVER PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN THE WESTFIELD RIVER AND LAND OF ENOS SMITH TO A POINT OPPOSITE STA. 1387; THENCE BY LAND OF ENOS SMITH PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF ENOS SMITH AND LAND OF FREDERICK WEEKS TO A POINT OPPOSITE STA. 1358; THENCE BY LAND OF FREDERICK WEEKS PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF FREDERICK WEEKS AND LAND OF JAMES KING TO A POINT OPPOSITE STA. 1364+85; THENCE BY LAND OF JAMES KING AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1370+68; THENCE TO A POINT OPPOSITE STA. 1371+68 AND 41.25 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINES BETWEEN LAND OF JAMES KING AND THE WESTFIELD RIVER AND LAND OF WILLIAM GAMWELL TO A POINT OPPOSITE STA. 1374; THENCE BY LAND OF WILLIAM GAMWELL PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF WILLIAM GAMWELL AND THE HIGHWAY TO A POINT OPPOSITE STA. 1382; THENCE BY THE HIGHWAY PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN THE HIGHWAY AND LAND OF JUDSON BLAIR TO A POINT OPPOSITE STA. 1384+26; THENCE BY LAND OF JUDSON BLAIR PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF JUDSON BLAIR AND LAND OF E. WILLCUTT TO A POINT OPPOSITE STA. 1385+25; THENCE BY LAND OF E. WILLCUTT PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF E. WILLCUTT AND LAND OF HOMER SMITH TO A POINT OPPOSITE STA. 1388; THENCE BY LAND OF HOMER SMITH AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT TO A POINT OPPOSITE STA. 1380+60; THENCE TO A POINT OPPOSITE STA. 1381+60 AND 60 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF HOMER SMITH AND LAND OF NEWTON COLES TO A POINT OPPOSITE STA. 1393+60; THENCE BY LAND OF NEWTON COLES AS FOLLOWS: TO A POINT OPPOSITE STA. 1393+50 AND 80 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 1394+50 AND 85 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 1395+50 AND 60 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 1396+50 AND 57.75 FT. DISTANT THEREFROM.

EDWARD FISK.  
CHESTER MICA CO.  
WESTFIELD RIVER  
CHESTER MICA CO.  
MASS. MUT. LIFE INS. CO.  
JONATHAN MELVIN  
ENOS SMITH  
NEWTON COLES.  
E. WILLCUTT.  
HIGHWAY.  
EDWARD FISK.  
CHESTER MICA CO.  
MASS. MUT. LIFE INS. CO.  
MARY KENNEDY  
MASS. MUT. LIFE INS. CO.  
ENOS SMITH  
WESTFIELD RIVER  
ENOS SMITH.  
FREDERICK WEEKS  
JAMES KING  
WILLIAM GAMWELL  
HIGHWAY  
JUDSON BLAIR  
E. WILLCUTT  
HOMER SMITH  
NEWTON COLES

## NORTHERLY SIDE

Highway  
 HERMAN S. LUCAS. THENCE BY THE HIGHWAY AS FOLLOWS: TO A POINT OPPOSITE STA. 1405+57 AND 41.25 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN THE HIGHWAY AND LAND OF HERMAN S. LUCAS TO A POINT OPPOSITE STA. 1416. THENCE BY LAND OF HERMAN S. LUCAS PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF HERMAN S. LUCAS AND LAND OF MAXWELL HAILEY TO A POINT OPPOSITE STA. 1427. THENCE BY LAND OF MAXWELL HAILEY PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF MAXWELL HAILEY AND THE WESTFIELD RIVER TO A POINT OPPOSITE STA. 1434. THENCE CROSSING THE DIVISION LINE BETWEEN THE WESTFIELD RIVER AND LAND OF HERMAN S. LUCAS PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1435+50. THENCE BY LAND OF HERMAN S. LUCAS PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF HERMAN S. LUCAS AND LAND OF THE B. AND A. R.R. CO. TO A POINT OPPOSITE STA. 1438+50. THENCE BY LAND OF THE B. AND A. R.R. CO. PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE B. AND A. R.R. CO. AND LAND OF AUGUSTINE BARTLETT TO A POINT OPPOSITE STA. 1450. THENCE BY LAND OF AUGUSTINE BARTLETT PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF AUGUSTINE BARTLETT AND LAND OF THEODORE DANOURAND TO A POINT OPPOSITE STA. 1452. THENCE BY LAND OF THEODORE DANOURAND PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THEODORE DANOURAND AND LAND OF EMERSON DIBLES TO A POINT OPPOSITE STA. 1453. THENCE BY LAND OF EMERSON DIBLES PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF EMERSON DIBLES AND LAND OF EDWARD HART TO A POINT OPPOSITE STA. 1460. THENCE BY LAND OF EDWARD HART PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINES BETWEEN LAND OF EDWARD HART AND THE HIGHWAY AND LAND OF CHARLES W. KNOX TO A POINT OPPOSITE STA. 1462. THENCE BY LAND OF CHARLES W. KNOX PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF CHARLES W. KNOX AND THE WESTFIELD RIVER AND THE WESTFIELD RIVER AND LAND OF GREGORY NOLAN TO A POINT OPPOSITE STA. 1466+50. THENCE BY LAND OF GREGORY NOLAN PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF GREGORY NOLAN AND LAND OF MAJOR SNOW TO A POINT OPPOSITE STA. 1468+50. THENCE BY LAND OF MAJOR SNOW PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF MAJOR SNOW AND THE HIGHWAY TO A POINT OPPOSITE STA. 1504+50. THENCE BY THE HIGHWAY PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN THE HIGHWAY AND LAND OF GREGORY NOLAN TO A POINT OPPOSITE STA. 1510+50. THENCE BY LAND OF GREGORY NOLAN PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF GREGORY NOLAN AND LAND OF WILLIAM TINKER TO A POINT OPPOSITE STA. 1519+50.

## CENTER LINE

THENCE WITH A 141+25 CURVE TO THE RIGHT 666.4 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1519+50.  
 THENCE N.181.53°W. 842.8 FT. TO AN IRON ROD AT TANGENT POINT STA. 1390.  
 THENCE WITH A 118 CURVE TO THE LEFT 689 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1360+29.  
 THENCE N.81°10'W. 771 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1404.  
 THENCE WITH A 151.8 CURVE TO THE LEFT 700 FT. TO STA. 1411. THENCE WITH A 121 CURVE TO THE LEFT 400 FT. TO STA. 1403. THENCE WITH A 152 CURVE TO THE LEFT 758 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1422+50.  
 THENCE N.52°34'W. 195 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1404+50.  
 THENCE WITH A 158 CURVE TO THE RIGHT 550 FT. TO STA. 1430. THENCE WITH A 25 CURVE TO THE RIGHT 328 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1433+28.  
 THENCE N.381.31°W. 247 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1435+76.  
 THENCE WITH A 152 CURVE TO THE RIGHT 325 FT. TO STA. 1438. THENCE WITH A 150 CURVE TO THE RIGHT 200 FT. TO STA. 1441. THENCE WITH A 150.35 CURVE TO THE RIGHT 700 FT. TO STA. 1448. THENCE WITH A 157.30 CURVE TO THE RIGHT 500 FT. TO STA. 1453. THENCE WITH A 123 CURVE TO THE RIGHT 462 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1457+62.  
 THENCE N.73°40'N. 1838 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1476.  
 THENCE WITH A 152 CURVE TO THE RIGHT 253 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1478+52.  
 THENCE N.41°18'W. 2517 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1503+70.  
 THENCE WITH A 0°40 CURVE TO THE LEFT 1250 FT. TO STA. 1515. THENCE WITH A 0°40.24 CURVE TO THE LEFT 1000 FT. TO STA. 1526.

## SOUTHERLY SIDE

THENCE BY LAND OF NEWTON COLES PARALLEL TO THE CENTER LINE OF LOCATION AND 57.75 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF NEWTON COLES AND LAND OF THE B. AND A. R.R. CO. TO A POINT OPPOSITE STA. 1397. THENCE BY LAND OF THE B. AND A. R.R. CO. PARALLEL TO THE CENTER LINE OF LOCATION AND 57.75 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE B. AND A. R.R. CO. AND LAND OF NEWTON COLES TO A POINT OPPOSITE STA. 1399. THENCE BY LAND OF NEWTON COLES AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 57.75 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1404+82; THENCE TO A POINT OPPOSITE STA. 1405+57 AND 50 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF NEWTON COLES AND THE HIGHWAY TO A POINT OPPOSITE STA. 1405+82. THENCE CROSSING THE DIVISION LINE BETWEEN THE HIGHWAY AND LAND OF SIMON COOPER TO A POINT OPPOSITE STA. 1406+82 AND 41.25 FT. DISTANT THEREFROM; THENCE BY LAND OF SIMON COOPER AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1407+82; THENCE TO A POINT OPPOSITE STA. 1408+82 AND 90 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 1408+82 AND 75 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 1410+82 AND 95 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 1411+82 AND 50 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 1412+82 AND 45 FT. DISTANT THEREFROM; THENCE CROSSING THE DIVISION LINE BETWEEN LAND OF SIMON COOPER AND LAND OF WILSON AMES TO A POINT OPPOSITE STA. 1413+82 AND 85 FT. DISTANT THEREFROM; THENCE BY LAND OF WILSON AMES AS FOLLOWS: TO A POINT OPPOSITE STA. 1414+82 AND 41.25 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF WILSON AMES AND THE HIGHWAY TO A POINT OPPOSITE STA. 1415+50. THENCE BY THE HIGHWAY PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN THE HIGHWAY AND LAND OF THE TOWN OF CHESTER TO A POINT OPPOSITE STA. 1418. THENCE BY LAND OF THE TOWN OF CHESTER PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE TOWN OF CHESTER AND LAND OF GEORGE HOWE TO A POINT OPPOSITE STA. 1420. THENCE BY LAND OF GEORGE HOWE PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF GEORGE HOWE AND LAND OF FREDERICK CROCKER TO A POINT OPPOSITE STA. 1427. THENCE BY LAND OF FREDERICK CROCKER PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF FREDERICK CROCKER AND LAND OF MILO HASKINS TO A POINT OPPOSITE STA. 1432+50. THENCE BY LAND OF MILO HASKINS PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINES BETWEEN LAND OF MILO HASKINS AND LAND OF WILLIAM GLYNN AND LAND OF WILLIAM GLYNN AND THE WESTFIELD RIVER TO A POINT OPPOSITE STA. 1434. THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN THE WESTFIELD RIVER AND LAND OF JOHN BRISTOL TO A POINT OPPOSITE STA. 1436. THENCE BY LAND OF JOHN BRISTOL PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF JOHN BRISTOL AND LAND OF MARGARET POOR TO A POINT OPPOSITE STA. 1438+50. THENCE BY LAND OF MARGARET POOR PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINES BETWEEN LAND OF MARGARET POOR AND THE HIGHWAY AND THE HIGHWAY AND LAND OF JOHN CHEEBEMAN TO A POINT OPPOSITE STA. 1439+50. THENCE BY LAND OF JOHN CHEEBEMAN PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF JOHN CHEEBEMAN AND LAND OF WILLIAM FAY TO A POINT OPPOSITE STA. 1440+50. THENCE BY LAND OF WILLIAM FAY PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF WILLIAM FAY AND LAND OF JOSEPH ANDREWS TO A POINT OPPOSITE STA. 1441. THENCE BY LAND OF JOSEPH ANDREWS PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF JOSEPH ANDREWS AND LAND OF CHARLES SMITH TO A POINT OPPOSITE STA. 1441+50. THENCE BY LAND OF CHARLES SMITH PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF CHARLES SMITH AND LAND OF ANSEL STEWART TO A POINT OPPOSITE STA. 1442. THENCE BY LAND OF ANSEL STEWART PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF ANSEL STEWART AND LAND OF THE B. AND A. R.R. CO. TO A POINT OPPOSITE STA. 1443. THENCE BY LAND OF THE B. AND A. R.R. CO. PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE B. AND A. R.R. CO. AND THE HIGHWAY TO A POINT OPPOSITE STA. 1464. THENCE BY THE HIGHWAY PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN THE HIGHWAY AND THE WESTFIELD RIVER TO A POINT OPPOSITE STA. 1461. THENCE BY THE WESTFIELD RIVER PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN THE WESTFIELD RIVER AND LAND OF THE B. AND A. R.R. CO. TO A POINT OPPOSITE STA. 1465+50. THENCE BY LAND OF THE B. AND A. R.R. CO. PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINES BETWEEN LAND OF THE B. AND A. R.R. CO. AND THE WESTFIELD RIVER AND THE WESTFIELD RIVER AND LAND OF GREGORY NOLAN TO A POINT OPPOSITE STA. 1469+50. THENCE BY LAND OF GREGORY NOLAN PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF GREGORY NOLAN AND LAND OF MAJOR SNOW TO A POINT OPPOSITE STA. 1498+50. THENCE BY LAND OF MAJOR SNOW PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF MAJOR SNOW AND THE HIGHWAY TO A POINT OPPOSITE STA. 1500. THENCE BY THE HIGHWAY PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN THE HIGHWAY AND LAND OF MAJOR SNOW TO A POINT OPPOSITE STA. 1504+50. THENCE BY LAND OF MAJOR SNOW PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF MAJOR SNOW AND LAND OF OTIS HAMILTON TO A POINT OPPOSITE STA. 1519+50.

NEWTON COLES.  
 B. AND A. R.R. CO.  
 NEWTON COLES  
 SIMON COOPER.  
 WILSON AMES.  
 Highway  
 TOWN OF CHESTER.  
 GEORGE HOWE.  
 FREDERICK CROCKER.  
 MILO HASKINS.  
 JOHN BRISTOL.  
 MARGARET POOR  
 JOHN CHEEBEMAN  
 WILLIAM FAY.  
 JOSEPH ANDREWS.  
 CHARLES SMITH.  
 ANSEL STEWART.  
 B. AND A. R.R. CO.  
 Highway  
 WESTFIELD RIVER.  
 B. AND A. R.R. CO.  
 GREGORY NOLAN  
 MAJOR SNOW.  
 Highway.  
 MAJOR SNOW.

## NORTHERLY SIDE

WILLIAM TINKER THENCE BY LAND OF WILLIAM TINKER PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE HIGHWAY AT ABOUT STA. 1526 AND ALSO THE DIVISION LINE BETWEEN LAND OF WILLIAM TINKER AND LAND OF THE B AND A R.R. CO. TO A POINT OPPOSITE STA. 1532+60. THENCE BY LAND OF THE B AND A R.R. CO. AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1533+14; THENCE TO A POINT OPPOSITE STA. 1533+64 AND 44 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 1534+14 AND 48 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 1534+69 AND 49 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 1535+44 AND 52 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 52 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF THE B AND A R.R. CO. AND THE WESTFIELD RIVER TO A POINT OPPOSITE STA. 1536+16. THENCE CROSSING THE DIVISION LINE BETWEEN THE WESTFIELD RIVER AND LAND OF FRANK J. CHILDS TO A POINT OPPOSITE STA. 1537+16 AND 41.25 FT. DISTANT THEREFROM. THENCE BY LAND OF FRANK J. CHILDS PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF FRANK J. CHILDS AND LAND OF FRANK DEWEY TO A POINT OPPOSITE STA. 1538+50. THENCE BY LAND OF FRANK DEWEY PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF FRANK DEWEY AND THE HIGHWAY TO A POINT OPPOSITE STA. 1541. THENCE BY THE HIGHWAY PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN THE HIGHWAY AND LAND OF JONATHAN MELVIN TO A POINT OPPOSITE STA. 1562+50. THENCE BY LAND OF JONATHAN MELVIN AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1566+66; THENCE TO A POINT OPPOSITE STA. 1567+65 AND 45 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 45 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1568+66; THENCE TO A POINT OPPOSITE STA. 1569+65 AND 52 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 1570+65 AND 68 FT. DISTANT THEREFROM; THENCE CROSSING THE DIVISION LINE BETWEEN LAND OF JONATHAN MELVIN AND THE WESTFIELD RIVER TO A POINT OPPOSITE STA. 1571+65 AND 70 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 1571+65 AND 84 FT. DISTANT THEREFROM. THENCE CROSSING THE DIVISION LINE BETWEEN THE WESTFIELD RIVER AND LAND OF THE WEST WOOLEN CO. PARALLEL TO THE CENTER LINE OF LOCATION AND 54 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1572+65. THENCE BY LAND OF THE WEST WOOLEN CO. AS FOLLOWS: TO A POINT OPPOSITE STA. 1573+65 AND 55 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 55 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1574+65; THENCE TO A POINT OPPOSITE STA. 1575+65 AND 60 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 1576+65 AND 41.25 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1579+65; THENCE TO A POINT OPPOSITE STA. 1580+65 AND 70 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 70.00 FT. DISTANT THEREFROM TO THE COUNTY LINE BETWEEN HAMPSHIRE COUNTY AND HAMPSHIRE COUNTY. THENCE BY SAID COUNTY LINE S. 60° W. TO STA. 1583 ON THE CENTER LINE OF LOCATION.

## CENTER LINE

THENCE WITH A 0°42' CURVE TO THE LEFT 589.6 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1531+88.6.  
THENCE N. 23° 14' W. 1843.7 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1545+27.3.  
THENCE WITH A 0°45'20" CURVE TO THE RIGHT 372.7 FT. TO STA. 1549; THENCE WITH A 0°40' CURVE TO THE RIGHT 900 FT. TO STA. 1555; THENCE WITH A 0°34' CURVE TO THE RIGHT 300 FT. TO STA. 1558; THENCE WITH A 0°48'26" CURVE TO THE RIGHT 533 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1563+53.  
THENCE N. 10°11' W. 277 FT. TO AN IRON ROD AT THE TANGENT POINT STA. 1566+30.  
THENCE WITH A 5°30' CURVE TO THE LEFT 270 FT. TO STA. 1569; THENCE WITH A 4°0' CURVE TO THE LEFT 400 FT. TO STA. 1573; THENCE WITH A 4°18' CURVE TO THE LEFT 300 FT. TO STA. 1576; THENCE WITH A 4°18' CURVE TO THE LEFT 400 FT. TO STA. 1580; THENCE WITH A 4°14' CURVE TO THE LEFT 200 FT. TO STA. 1582; THENCE WITH A 4°20' CURVE TO THE LEFT 100 FT. TO THE COUNTY LINE BETWEEN HAMPSHIRE COUNTY AND HAMPSHIRE COUNTY STA. 1583.

## SOUTHERLY SIDE

THENCE BY LAND OF OTIS HAMILTON PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE HIGHWAY AT ABOUT STA. 1527 AND ALSO CROSSING THE DIVISION LINE BETWEEN LAND OF OTIS HAMILTON AND LAND OF LORING OTIS TO A POINT OPPOSITE STA. 1532. THENCE BY LAND OF LORING OTIS AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1533+69; THENCE TO A POINT OPPOSITE STA. 1534+14 AND 46.5 FT. DISTANT THEREFROM; THENCE CROSSING THE DIVISION LINE BETWEEN LAND OF LORING OTIS AND THE WESTFIELD RIVER TO A POINT OPPOSITE STA. 1535+97 AND 49 FT. DISTANT THEREFROM; THENCE CROSSING THE DIVISION LINE BETWEEN THE WESTFIELD RIVER AND LAND OF FRANK J. CHILDS TO A POINT OPPOSITE STA. 1537+16 AND 41.25 FT. DISTANT THEREFROM. THENCE BY LAND OF FRANK J. CHILDS PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF FRANK J. CHILDS AND LAND OF HERMAN S. LUCAS TO A POINT OPPOSITE STA. 1539.  
THENCE BY LAND OF HERMAN S. LUCAS AS FOLLOWS: PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1566+66; THENCE TO A POINT OPPOSITE STA. 1567+65 AND 70 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 1568+66 AND 61 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 61 FT. DISTANT THEREFROM AND CROSSING THE DIVISION LINE BETWEEN LAND OF HERMAN S. LUCAS AND THE WESTFIELD RIVER AND THE WESTFIELD RIVER AND LAND OF JAMES ROGERS TO A POINT OPPOSITE STA. 1570+66. THENCE BY LAND OF JAMES ROGERS AS FOLLOWS: TO A POINT OPPOSITE STA. 1571+65 AND 60 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 60 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1574+65; THENCE TO A POINT OPPOSITE STA. 1575+65 AND 45 FT. DISTANT THEREFROM; THENCE TO A POINT OPPOSITE STA. 1576+65 AND 41.25 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 41.25 FT. DISTANT THEREFROM TO A POINT OPPOSITE STA. 1579+65; THENCE TO A POINT OPPOSITE STA. 1580+65 AND 70 FT. DISTANT THEREFROM; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 70 FT. DISTANT THEREFROM TO THE COUNTY LINE BETWEEN HAMPSHIRE COUNTY AND HAMPSHIRE COUNTY. THENCE BY SAID COUNTY LINE N. 60° E. TO STA. 1583 ON THE CENTER LINE OF LOCATION.

OTIS HAMILTON  
LORING OTIS  
FRANK J. CHILDS  
HERMAN S. LUCAS  
JAMES ROGERS

## STATION GROUNDS

11

## WEST SPRINGFIELD

A CERTAIN TRACT OF LAND SITUATED IN THE TOWN OF WEST SPRINGFIELD ON THE NORTHERLY SIDE OF THE RAILROAD AND IS BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT THE POINT WHERE THE NORTHERLY LINE OF LOCATION CROSSES THE DIVISION LINE BETWEEN LAND OF ALEXANDER ALLEN AND LAND OF THE B. AND A. R. R. CO. SAID DIVISION LINE WHEN PRODUCED CROSSING THE CENTER LINE OF LOCATION AT STA. 43+98; THENCE BY LANDS OF HORACE JACOBS N. 40° 13' E. 258 FT. TO WOODBRIDGE AVENUE FORMERLY UNION STREET; THENCE BY LAND OF HORACE JACOBS N. 60° 17' W. 1570 FT.; THENCE BY LAND OF WOODBRIDGE AVENUE N. 60° 41' W. 260 FT. TO LAND OF PAMELA E. SMITH; THENCE BY LANDS OF SAID SMITH AND OTHERS BY SEVERAL COURSES AS FOLLOWS: S. 87° 34' W. 330 FT. TO A STONE BOUND; THENCE S. 42° 36' W. 184.5 FT. TO A STONE BOUND; THENCE S. 35° 54' W. 80.5 FT.; THENCE S. 26° 1' W. 35.5 FT.; THENCE S. 35° 41' W. 228.5 FT.; THENCE S. 40° 25' W. 84.5 FT.; THENCE S. 34° 34' W. 88 FT.; THENCE S. 29° 56' W. 66.33 FT.; THENCE S. 27° 7' W. 181.83 FT.; THENCE S. 19° 35' W. 181 FT. TO A STONE BOUND AT THE CORNER OF THE BLACKSMITH SHOP; THENCE N. 60° 23' W. BY LAND OF H. AND H. M. EDDY 1084.5 FT. TO A STONE BOUND AT THE COLD SPRING ROAD; THENCE BY THE COLD SPRING ROAD AS FOLLOWS: S. 87° 59' W. 136.2 FT.; THENCE S. 64° 41' W. 383.4 FT. TO THE NORTHERLY LINE OF LOCATION; THE EASTERLY LINE OF SAID COLD SPRING ROAD CROSSES THE CENTER LINE OF LOCATION AT STA. 73+75; THENCE EASTERLY BY THE NORTHERLY LINE OF LOCATION TO THE POINT OF BEGINNING. CONTAINING .37 ACRES. 4.8008 MORE OR LESS BEING THE SEVERAL PARCELS OF LAND OUTSIDE THE LOCATION CONVEYED TO THE WESTERN R. R. CO. BY JUSTIN ELY AUG. 10, 1839; AND TO THE B. AND A. R. R. CO. BY HAZAEL PHILLIPS SEPT. 19, 1866; SAMUEL MONTGOMERY JAN. 14, 1871; BENJAMIN DAY MARCH 2, 1867; CHARLES ELY AND LUCY B. E. BELDEN JULY 28, 1869.

A CERTAIN TRACT OF LAND SITUATED IN THE TOWN OF WESTFIELD ON THE NORTHERLY SIDE OF THE RAILROAD AND IS BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT A POINT OPPOSITE STA. 457+32.4 ON THE CENTER LINE OF LOCATION AND 36.25 FT. DISTANT THEREFROM THENCE BY LAND OF ADA P. RAND N. 23° 52' E. 117.5 FT.; THENCE N. 71° 53' W. 132 FT. TO LAND OF CAROLINE ROBERTS; THENCE BY LAND OF CAROLINE ROBERTS S. 23° 52' W. 117.5 FT. TO THE NORTHERLY LINE OF LOCATION AT A POINT OPPOSITE STA. 188+64.4 AND 36.25 FT. DISTANT THEREFROM; THENCE EASTERLY BY THE NORTHERLY LINE OF LOCATION TO THE PLACE OF BEGINNING, CONTAINING .56 ACRES MORE OR LESS AND BEING THE LANDS CONVEYED TO THE B. AND A. R. R. CO. BY LEONARD MONTGOMERY NOV. 17, 1869. ALSO ANOTHER STRIP OF LAND ON THE NORTHERLY SIDE OF POCHASSIC STREET BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF POCHASSIC STREET WITH THE WESTERLY LINE OF ELM STREET THENCE BY SAID POCHASSIC STREET N. 52° 22' W. 201.15 FT.; THENCE N. 45° 18' E. 5 FT.; THENCE S. 52° 22' E. 189.9 FT. TO ELM STREET; THENCE BY SAID ELM STREET S. 30° 42' W. 5 FT. TO THE PLACE OF BEGINNING, CONTAINING .99 ACRES; BEING A PORTION OF THE LAND CONVEYED TO THE WESTERN R. R. CO. BY ABNER POST NOV. 6, 1839. ALSO ANOTHER TRACT OF LAND WEST OF ELM STREET BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT THE POINT WHERE THE NORTHERLY LINE OF LOCATION CROSSES THE WESTERLY LINE OF ELM STREET, SAID WESTERLY LINE OF ELM STREET CROSSES THE CENTER LINE OF LOCATION AT STA. 497+34.4; THENCE BY SAID ELM STREET N. 30° 42' E. 45 FT. TO POCHASSIC STREET; THENCE BY POCHASSIC STREET N. 52° 22' W. 216.88 FT.; THENCE S. 65° 38' W. 51.7 FT.; THENCE S. 71° 23' W. 55 FT.; THENCE N. 58° 11' W. 201.5 FT. TO POCHASSIC STREET; THENCE BY POCHASSIC STREET AS FOLLOWS: N. 82° 21' W. 172.4 FT.; THENCE N. 65° 56' W. 87.5 FT. TO THE OLD HIGHWAY; THENCE BY THE OLD HIGHWAY S. 7° 30' W. 20 FT. TO THE NORTHERLY LINE OF LOCATION; THENCE EASTERLY BY THE NORTHERLY LINE OF LOCATION, CONTAINING 1 ACRE 64 ACRES MORE OR LESS; BEING A PORTION OF THE SEVERAL PARCELS OF LAND CONVEYED TO THE WESTERN R. R. CO. BY ABNER POST NOV. 6, 1839; MATTHEW IVES APRIL 10, 1840; MARGARET TOLPFF SEPT. 12, 1839; SOPHIA MERRICK SEPT. 12, 1839; LEWIS LYMAN OCT. 11, 1839; DANIEL NOBLE APRIL 2, 1840.

A CERTAIN TRACT OF LAND SITUATED IN THE TOWN OF RUSSELL ON THE EASTERLY SIDE OF THE RAILROAD AND IS BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT A POINT OPPOSITE STA. 874+49.2 WHERE THE NORTHERLY LINE OF LOCATION CROSSES THE DIVISION LINE BETWEEN LAND OF JARVIS GIBBS AND LAND OF THE B. AND A. R. R. CO. THENCE BY LAND OF JARVIS GIBBS N. 46° 28' E. TO A POINT 400 FT. FROM THE CENTER LINE OF LOCATION; THENCE BY OTHER LAND OF THE B. AND A. R. R. CO. NORTHERLY AND PARALLEL TO THE CENTER LINE OF LOCATION AND 400 FT. DISTANT THEREFROM TO THE DIVISION LINE BETWEEN LAND OF THE B. AND A. R. R. CO. AND LAND OF JARVIS GIBBS; THENCE BY LAND OF JARVIS GIBBS N. 70° 5' W. AND CROSSING THE HIGHWAY TO THE NORTHERLY LINE OF LOCATION AT A POINT OPPOSITE STA. 306+21; THENCE BY THE NORTHERLY LINE OF LOCATION TO THE PLACE OF BEGINNING, EXCEPTING SUCH PORTION OF THE LAND HEREIN DESCRIBED AS HAS BEEN TAKEN FOR THE HIGHWAY FROM RUSSELL TO MONTGOMERY LOCATED BY THE COUNTY COMMISSIONERS DEC. 26, 1876; CONTAINING 22 ACRES MORE OR LESS; BEING A PORTION OF THE LAND CONVEYED TO THE WESTERN R. R. CO. BY DAVID PARKS MAY 22, 1839; AND A PORTION OF THE LAND CONVEYED TO THE B. AND A. R. R. CO. BY JARVIS GIBBS.

A CERTAIN TRACT OF LAND SITUATED IN THE TOWN OF CHESTER ON THE EASTERLY SIDE OF THE RAILROAD AND IS BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT THE POINT WHERE THE NORTHERLY LINE OF LOCATION CROSSES THE DIVISION LINE BETWEEN LAND OF HERMAN S. LUCAS AND LAND OF THE B. AND A. R. R. CO. SAID DIVISION LINE WHEN PRODUCED INTERSECTING THE CENTER LINE OF LOCATION AT STA. 138+29.7 THENCE N. 65° 22' E. TO A STONE BOUND 133.6 FT. FROM THE CENTER LINE MEASURED ON SAID DIVISION LINE; THENCE NORTHERLY IN A STRAIGHT LINE 1084.4 FT. TO AN IRON RAIL TO LAND OF AUGUSTINE BARTLETT; THENCE AT RIGHT ANGLE TO LAST MENTIONED LINE BY LAND OF AUGUSTINE BARTLETT 99 FT. TO A POINT 86.5 FT. FROM THE CENTER LINE OF LOCATION; THENCE PARALLEL TO THE CENTER LINE OF LOCATION AND 86.5 FT. DISTANT THEREFROM 103.5 FT. TO A POINT OPPOSITE STA. 149+04.6 TO THE POINT OF A LOGS; THENCE TO THE NORTHERLY LINE OF LOCATION AT A POINT OPPOSITE STA. 148+164; THENCE BY THE NORTHERLY LINE OF LOCATION TO THE PLACE OF BEGINNING, CONTAINING .51 ACRES MORE OR LESS; BEING THE PARCELS OF LAND CONVEYED TO THE WESTERN R. R. CO. BY ITHAMAR GOODMAN APRIL 14, 1845 AND LEWIS GORHAM ADMINISTRATOR APRIL 29, 1848; AND A PORTION OF THE LAND CONVEYED TO SAID CORPORATION BY NATHAN ROOT DEC. 14, 1841.

## SOUTHERLY SIDE

A CERTAIN TRACT OF LAND SITUATED IN THE TOWN OF WEST SPRINGFIELD ON THE SOUTHERLY SIDE OF THE RAILROAD AND IS BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT THE POINT WHERE THE WESTERLY LINE OF THE HIGHWAY CROSSES THE SOUTHERLY LINE OF LOCATION, SAID WESTERLY LINE OF THE HIGHWAY CROSSING THE CENTER LINE OF LOCATION AT STA. 42+19; THENCE S. 17° 3' E. 32 FT. TO THE HIGHWAY KNOWN AS THE AGAWAM ROAD; THENCE BY SAID AGAWAM ROAD AS FOLLOWS: S. 60° 35' W. 161.5 FT.; THENCE S. 53° 55' W. 135.3 FT.; THENCE S. 52° W. 175.5 FT.; THENCE N. 67° 8' W. 254.3 FT. TO LAND OF HAZAEL PHILLIPS; THENCE BY LAND OF HAZAEL PHILLIPS N. 61° 40' W. 724 FT. TO A STONE BOUND; THENCE S. 94° 12' W. 77.5 FT. TO A STONE BOUND; THENCE BY LAND OF JERRY CALDON N. 89° 58' W. 882.5 FT. TO THE SOUTHERLY LINE OF LOCATION; THE LAST LINE WHEN PRODUCED CROSSING THE CENTER LINE AT STA. 78+54; THENCE EASTERLY BY THE SOUTHERLY LINE OF LOCATION TO THE PLACE OF BEGINNING, CONTAINING 13 ACRES 5 RODS MORE OR LESS, BEING THE SEVERAL PARCELS OF LAND OUTSIDE THE LOCATION CONVEYED TO THE WESTERN R. R. CO. BY THE HEIRS OF HEWAN DAY JUNE 24, 1840; JULIUS DAY SEPT. 18, 1859; AND MOSES CHAPIN JULY 16, 1859; AND TO THE B. AND A. R. R. CO. BY HAZAEL PHILLIPS SEPT. 19, 1866 AND SEPT. 27, 1870.

A CERTAIN TRACT OF LAND SITUATED IN THE TOWN OF WESTFIELD ON THE SOUTHERLY SIDE OF THE RAILROAD AND IS BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT A POINT OPPOSITE STA. 468+68.6 ON THE CENTER LINE OF LOCATION AND 46.25 FT. DISTANT THEREFROM WHERE THE SOUTHERLY LINE OF LOCATION CROSSES THE DIVISION LINE BETWEEN LAND OF THOMAS TOWN AND LAND OF THE B. AND A. R. R. CO. THENCE BY A DITCH WHICH RUNS ABOUT S. 41° 7' W. TO THE WESTFIELD RIVER; THENCE WESTERLY BY SAID RIVER TO THE HIGHWAY LEADING FROM THE DRY BRIDGE TO SAID RIVER; THENCE BY THE SAID HIGHWAY N. 27° 5' E. 200 FT. TO UNION STREET; THENCE BY SAID UNION STREET N. 38° 39' E. 24.5 FT. TO THE SOUTHERLY LINE OF LOCATION; THE EASTERLY LINE OF UNION STREET CROSSES THE CENTER LINE OF LOCATION AT STA. 434+44.5; THENCE EASTERLY BY THE SOUTHERLY LINE OF LOCATION TO THE POINT OF BEGINNING, CONTAINING 14 ACRES MORE OR LESS BEING THE PARCELS OF LAND CONVEYED TO THE B. AND A. R. R. CO. BY FRANK LEONARD AND HERBERT LYMAN APRIL 16, 1880 AND OWEN ROCKWELL AND OTHERS MARCH 24, 1872. ALSO ANOTHER TRACT OF LAND WEST OF ELM STREET BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT THE POINT WHERE THE WESTERLY LINE OF ELM STREET CROSSES THE SOUTHERLY LINE OF LOCATION SAID WESTERLY LINE OF ELM STREET CROSSING THE CENTER LINE AT STA. 407+34.4; THENCE BY ELM STREET S. 30° 42' W. 46.5 FT.; THENCE S. 20° 4' W. 8.25 FT. TO THE CENTER LINE OF THE OLD POCHASSIC ROAD; THENCE BY THE CENTER LINE OF THE OLD POCHASSIC ROAD N. 81° 34' W. 153.7 FT.; THENCE BY SAID CENTER LINE N. 63° 18' W. 488 FT.; THENCE S. 16° 17' W. 1125 FT. TO THE WESTFIELD RIVER; THENCE N. 86° 38' W. 210.3 FT. TO THE SOUTHERLY LINE OF LOCATION SAID LINE IS PRODUCED CROSSING THE CENTER LINE OF LOCATION AT STA. 559+12; THENCE EASTERLY BY THE SOUTHERLY LINE OF LOCATION TO THE PLACE OF BEGINNING, CONTAINING 129 ACRES MORE OR LESS; BEING A PORTION OF THE SEVERAL PARCELS OF LAND CONVEYED TO THE WESTERN R. R. CO. BY ABNER POST NOV. 6, 1839; MATTHEW IVES APRIL 10, 1840; AND MARGARET TOLPFF SEPT. 12, 1839.

A CERTAIN TRACT OF LAND SITUATED IN THE TOWN OF CHESTER ON THE SOUTHERLY SIDE OF THE RAILROAD AND IS BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT THE POINT WHERE THE SOUTHERLY LINE OF LOCATION CROSSES THE DIVISION LINE BETWEEN LAND OF ANSEL STEWART AND LAND OF THE B. AND A. R. R. CO. SAID DIVISION LINE WHEN PRODUCED INTERSECTING THE CENTER LINE OF LOCATION AT STA. 1442+66; THENCE BY LAND OF ANSEL STEWART S. 56° 52' W. 99 FT.; THENCE NORTHERLY 87.5 FT. TO A POINT 141.25 FT. FROM THE CENTER LINE OF LOCATION AT RIGHT ANGLE THERETO; THENCE NORTHERLY PARALLEL TO THE CENTER LINE OF LOCATION AND 141.25 FT. DISTANT THEREFROM TO AN IRON RAIL OPPOSITE STA. 1443+64.6; THENCE NORTHERLY PARALLEL TO THE CENTER LINE OF LOCATION AND 141.25 FT. DISTANT THEREFROM 7.5 FT.; THENCE WESTERLY IN A LINE WITH A MAPLE TREE STANDING ON THE BANK OF THE RIVER 86 FT. TO THE HIGHWAY; THENCE NORTHERLY BY THE HIGHWAY TO THE SOUTHERLY LINE OF LOCATION, THENCE BY THE SOUTHERLY LINE OF LOCATION TO THE PLACE OF BEGINNING, CONTAINING 2 ACRES 80 ACRES MORE OR LESS; BEING THE SEVERAL PARCELS OF LAND CONVEYED TO THE WESTERN R. R. CO. BY NATHAN ROOT AUG. 23, 1850 AND AUG. 15, 1862; OSCAR F. HIGHT DEC. 9, 1845; ELIZUR COOK JAN. 2, 1854; AND A PORTION OF THE LAND CONVEYED TO SAID CORPORATION BY NATHAN ROOT DEC. 14, 1841. ALSO ANOTHER TRACT OF LAND BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT THE POINT WHERE THE SOUTHERLY LINE OF LOCATION CROSSES THE EASTERLY LOW WATER LINE OF THE WESTFIELD RIVER AT A POINT ABOUT OPPOSITE STA. 1465+25; THENCE NORTHERLY BY SAID LOW WATER LINE OF WESTFIELD RIVER TO LAND OF WRIGHT AND KEETEE TO A RED OAK TREE; THENCE BY LAND OF WRIGHT AND KEETEE 104 FT. TO A YELLOW BIRCH TREE WITH STONES AROUND IT STANDING ON THE BANK OPPOSITE THEIR MILL POND; THENCE NORTHEASTERLY BY THE LOW WATER LINE OF THE WESTFIELD RIVER TO THE SOUTHERLY LINE OF LOCATION AT A POINT ABOUT OPPOSITE STA. 1484+90; THENCE BY THE SOUTHERLY LINE OF LOCATION TO THE PLACE OF BEGINNING, CONTAINING 8 ACRES MORE OR LESS; BEING THE LAND CONVEYED TO THE B. AND A. R. R. CO. BY CHARLES KNOX JUNE 25, 1878.

## WEST SPRINGFIELD

## WESTFIELD

## CHESTER

## WESTFIELD

## RUSSELL

## CHESTER



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Boston & Albany Railroad Co West Of Conn River

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### **Towns located on Plan**

West Springfield

### **Roads located on Plan**

Hgy

St

Shad La

### **Stations**

### **Landmarks located on Plan**

Connecticut River

### **Abutter Names located on Plan**

Allen,Alexander

Cooley,Simeon

Fowler

Moulton,CC

Lannon,Barney

Crossett,CR

Henwood,SN

Langdon,John

Stevens,Chas

Parsons,Rodney

Phetteplace

Worthington,Esther(heirs Nichols,William S

Moulton,CC

Arnold& Lyons

Gaffney,Margaret

Hines,William

Baker,JS

Boston & Albany RR Co

Day,Homer

Ginn,Henry

Shepard,Thomas

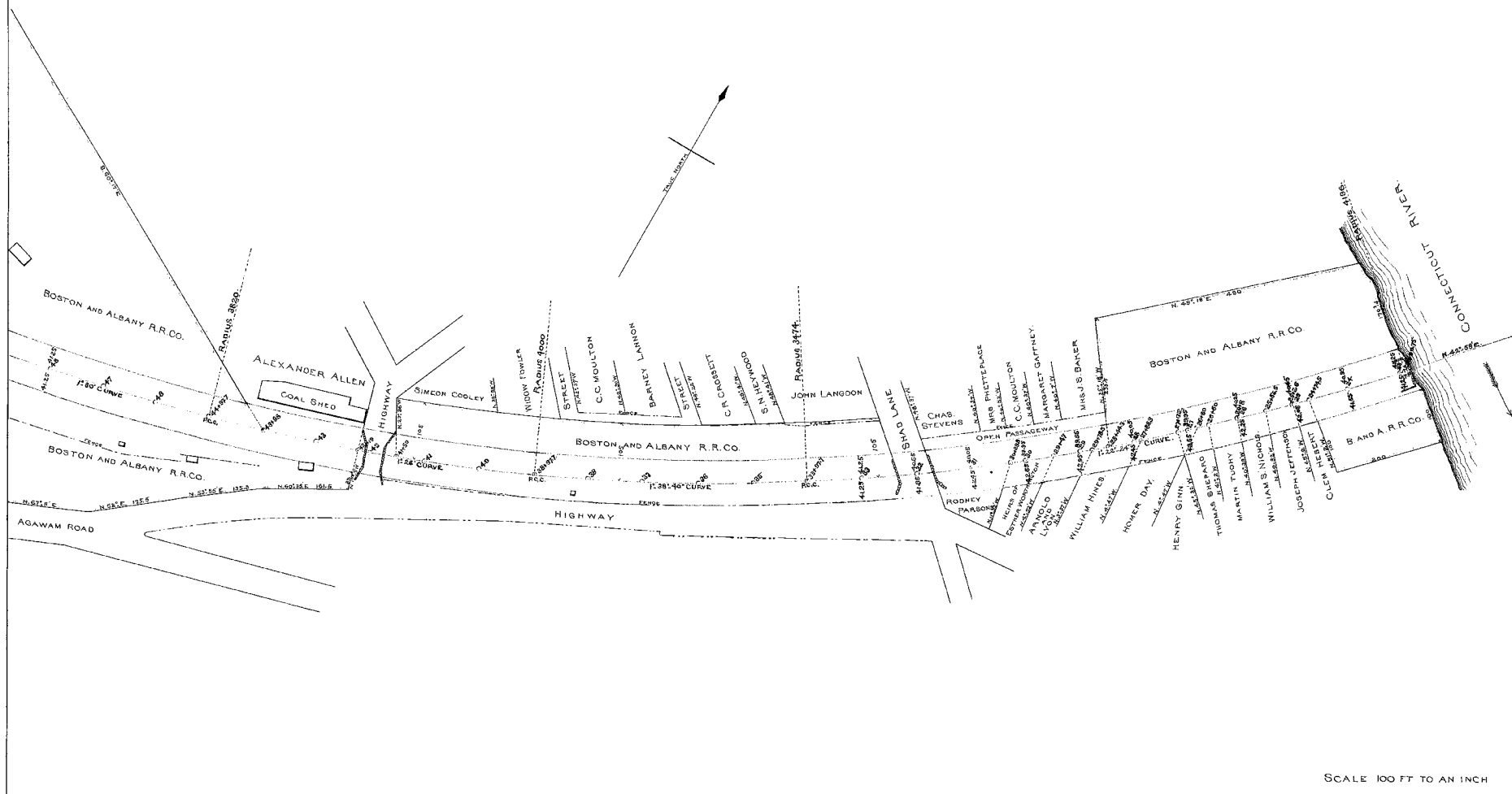
Tuohy,Martin

Jefferson,Joseph

Herbert,Clem

B & A RR Co









## HAMPDEN COUNTY RAILROAD PROJECT

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### ***Towns located on Plan***

West Springfield

### ***Roads located on Plan***

Woodbridge Av

Hgy

### ***Abutter Names located on Plan***

Eddy, H & H

Caldon, Jerry

Phillips, Hazael

Smith, Parmelia

Jacobs, Horace

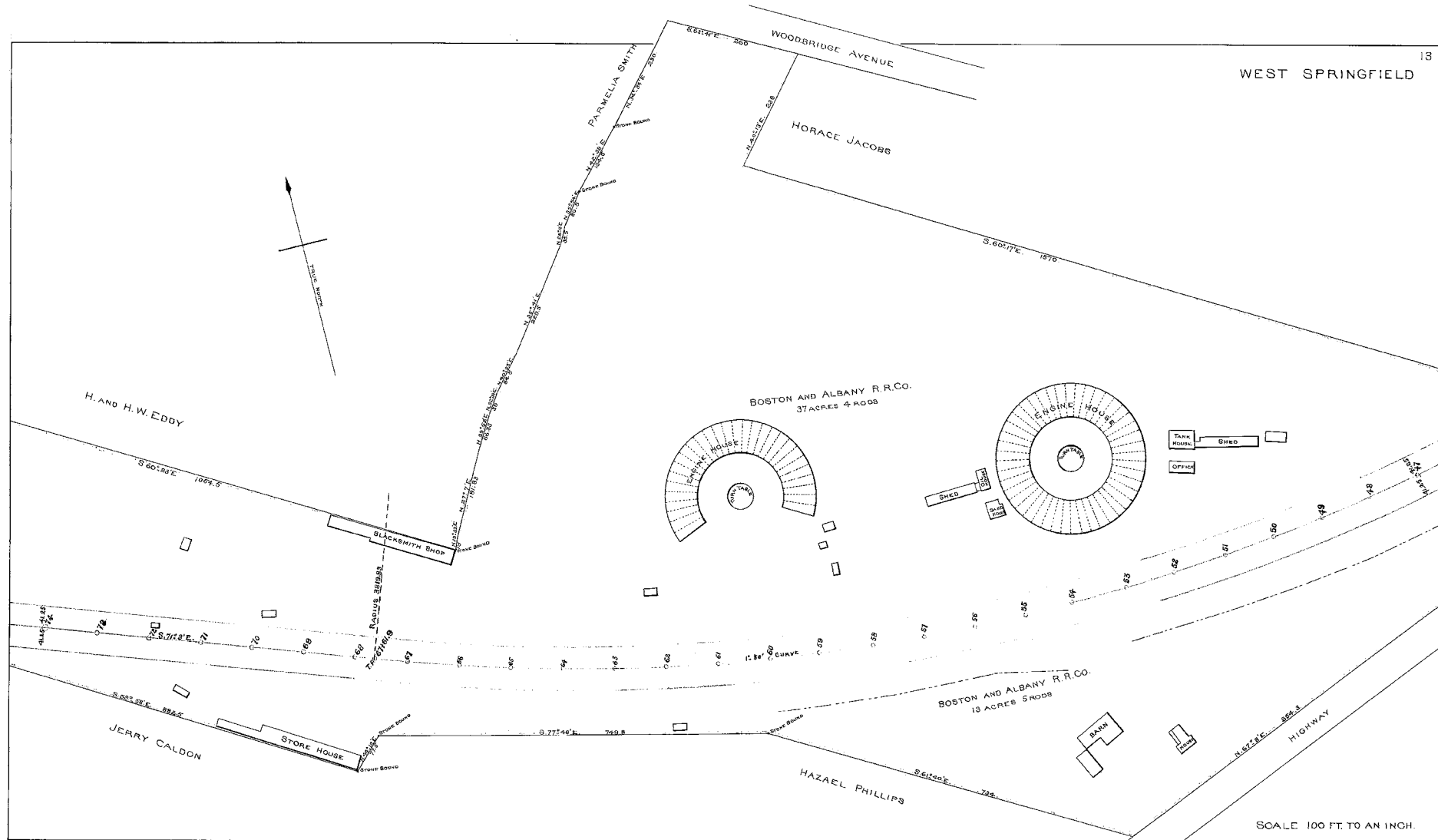
Boston & Albany RR Co

***Stations*** 74-47

### ***Landmarks located on Plan***

Engine House







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### ***Towns located on Plan***

West Springfield

### ***Roads located on Plan***

Hgy

Cold Spring Rd

***Stations*** 101-74

### ***Landmarks located on Plan***

Cold Spring

### ***Abutter Names located on Plan***

Hitchcock, George

Worthy, Cyrus

Wells, Sarah B

Hogan, John

Shean, Timothy

Worthy, Cyrus

Shay, Dennis

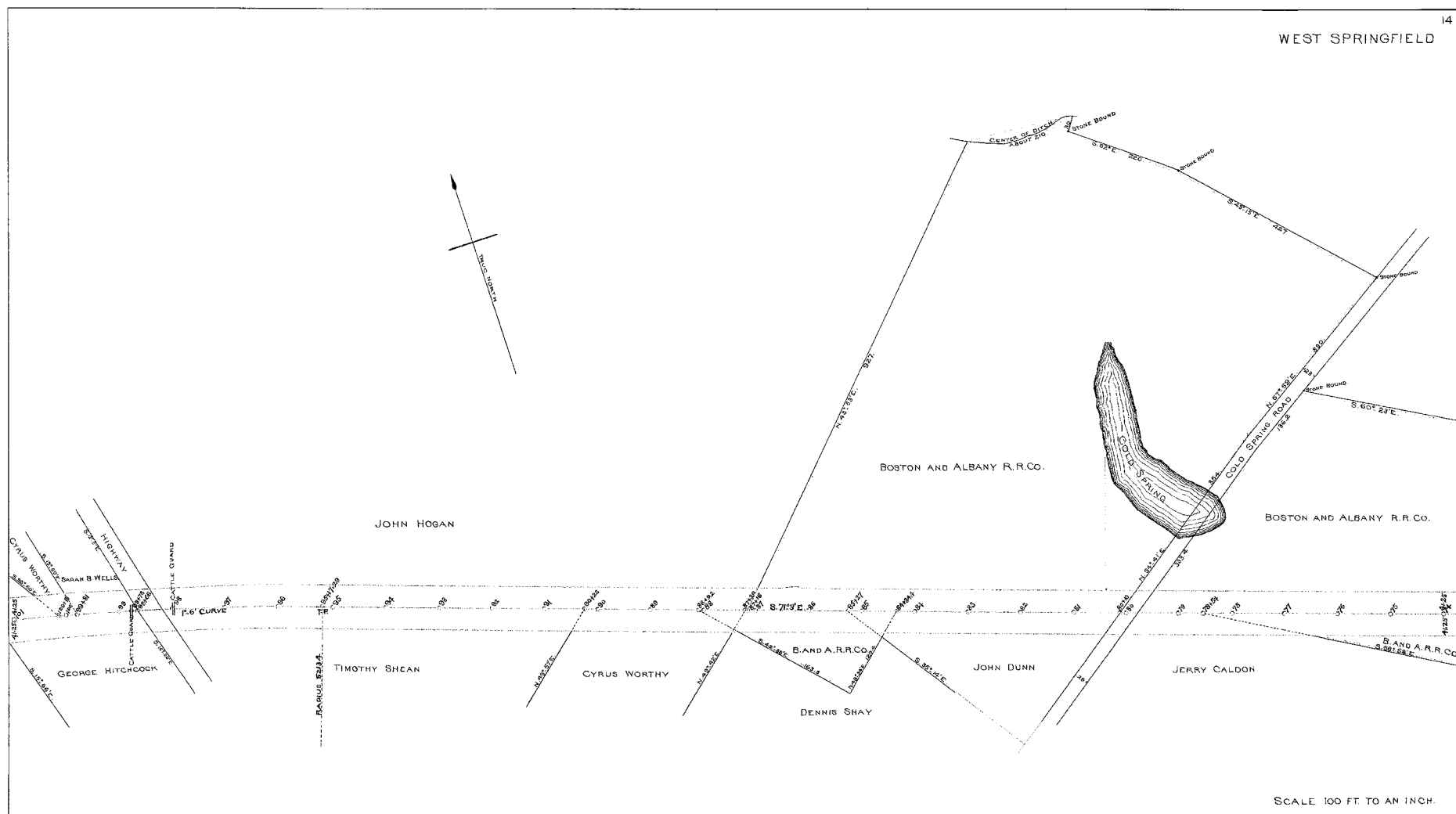
B & A RR Co

Dunn, John

Cladon, Jerry

Boston & Albany RR Co







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### ***Towns located on Plan***

West Springfield

### ***Roads located on Plan***

Hgy

### ***Abutter Names located on Plan***

Agawam Canal Co

Agawam Paper Co

Worthy, JL

Ashley, David

B&A RR Co

Lyman, Albert

***Stations*** 128-101+39

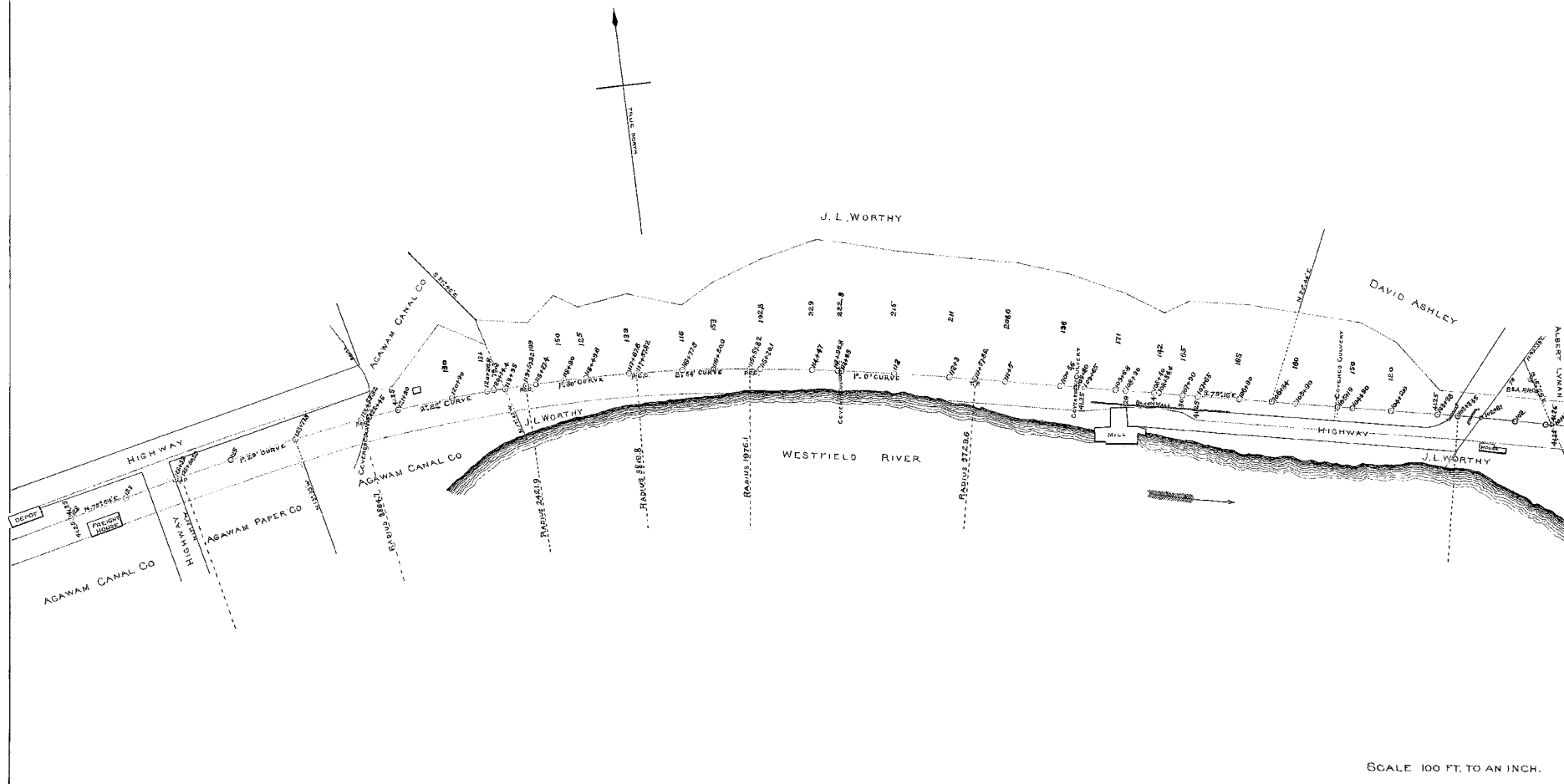
### ***Landmarks located on Plan***

Brook

Covered Culvert

Westfield River







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### **Towns located on Plan**

West Springfield

### **Roads located on Plan**

Hgy

St

Agawam Canal Co

### **Abutter Names located on Plan**

McCann, Edward

Geer & Ames

Aouthworth Paper Co

### **Landmarks located on Plan**

Dam

Westfield River

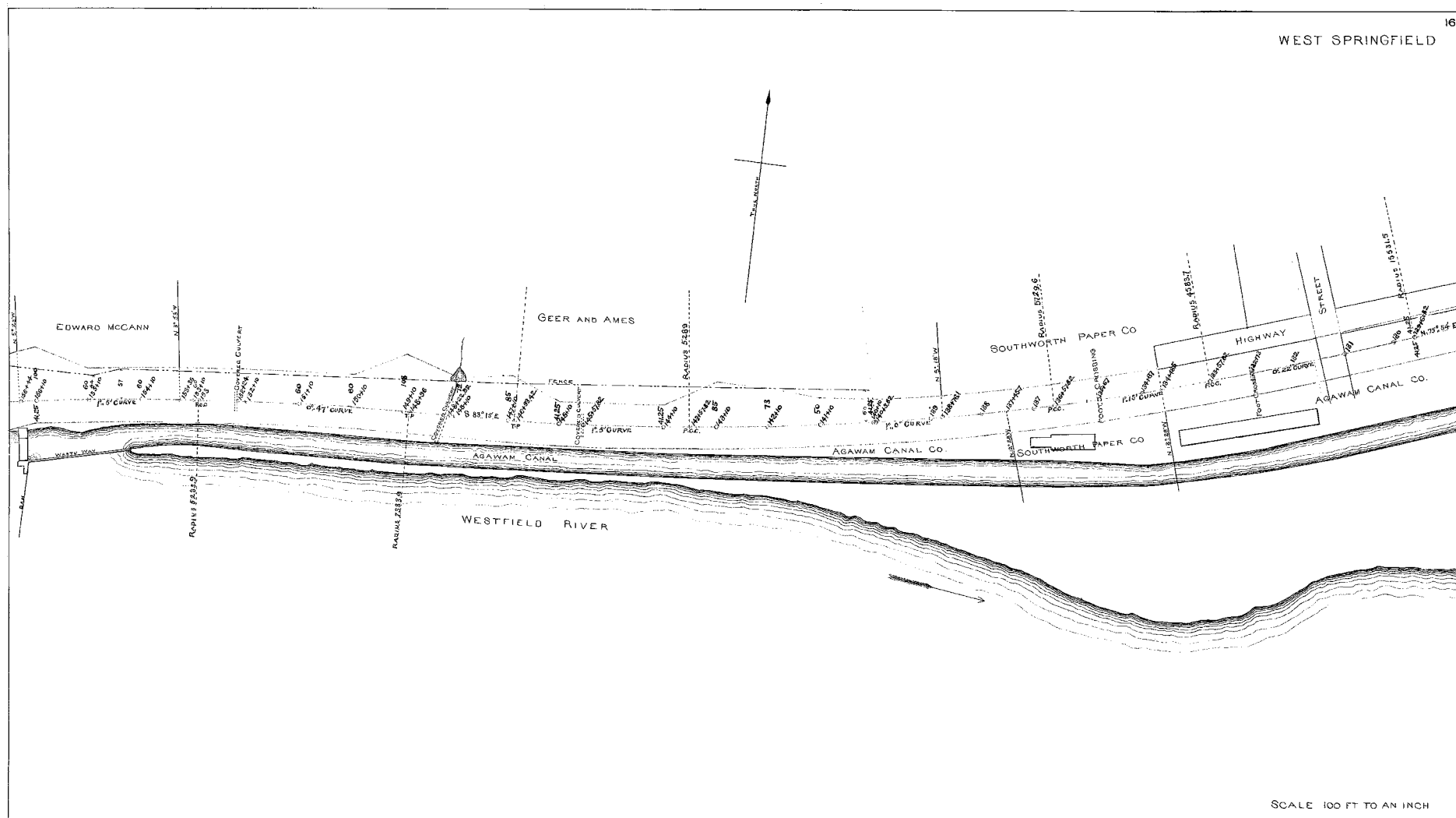
Agawam Canal

Covered Culvert

Foot Crossing

### **Stations**

156+44-129







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### ***Towns located on Plan***

West Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Carter, Hiram

Cooley, Richard

Agawam Canal Co

Eley, Charles

Rogers, Talkard

McCarthy, Michael

***Stations*** 183+36-156

### ***Landmarks located on Plan***

Covered Culvert

Arched Culvert







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### ***Towns located on Plan***

West Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Whitney, Alonzo

Sanford, William

Agawam Canal Co

Carter, Hiram

***Stations*** 212+21.8-1

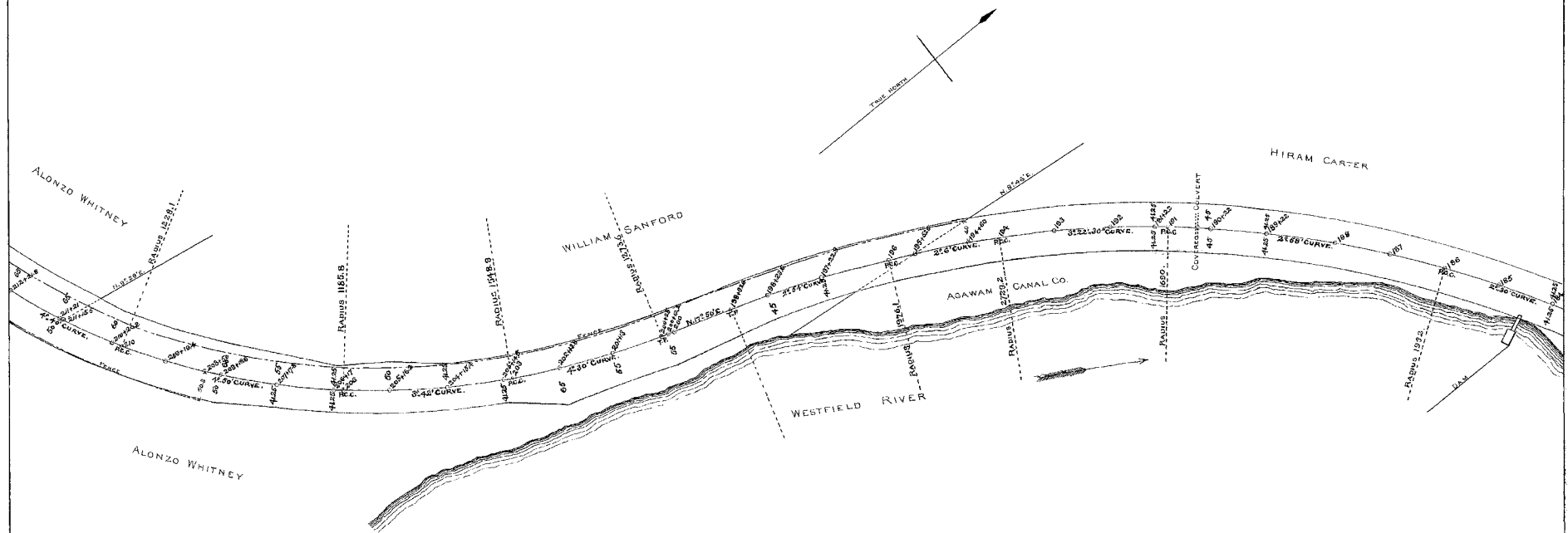
### ***Landmarks located on Plan***

Westfield River

Covered Culvert

Dam







## HAMPDEN COUNTY RAILROAD PROJECT

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### **Towns located on Plan**

West Springfield

### **Roads located on Plan**

### **Abutter Names located on Plan**

Murphy, William

Dunn, James

Whitney, Alonzo

Sanford, William

### **Landmarks located on Plan**

Farm Crossing

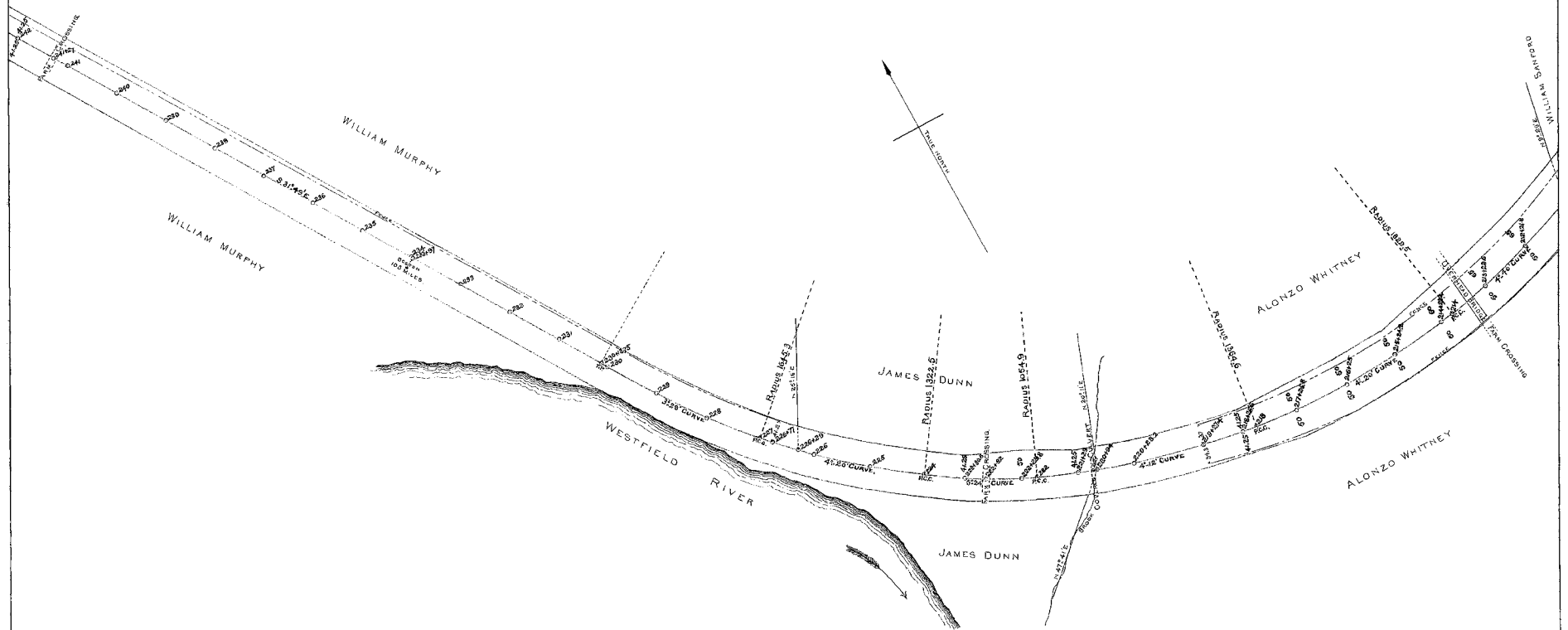
Westfield River

Brook

Covered Culvert

Overhead Bridge

|                 |            |
|-----------------|------------|
| <b>Stations</b> | 242-212+21 |
|-----------------|------------|





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### ***Towns located on Plan***

West Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Clarey, Daniel

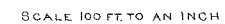
Sible, Alvin

Murphy, William

***Stations*** 269+35-242

### ***Landmarks located on Plan***









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### *Towns located on Plan*

West Springfield

### *Roads located on Plan*

### *Abutter Names located on Plan*

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### *Landmarks located on Plan*

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Also Missing from Microfilm

### *Stations*



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### ***Towns located on Plan***

West Springfield

### ***Roads located on Plan***

Hgy

### ***Abutter Names located on Plan***

Smith, John

Sibley, Henry

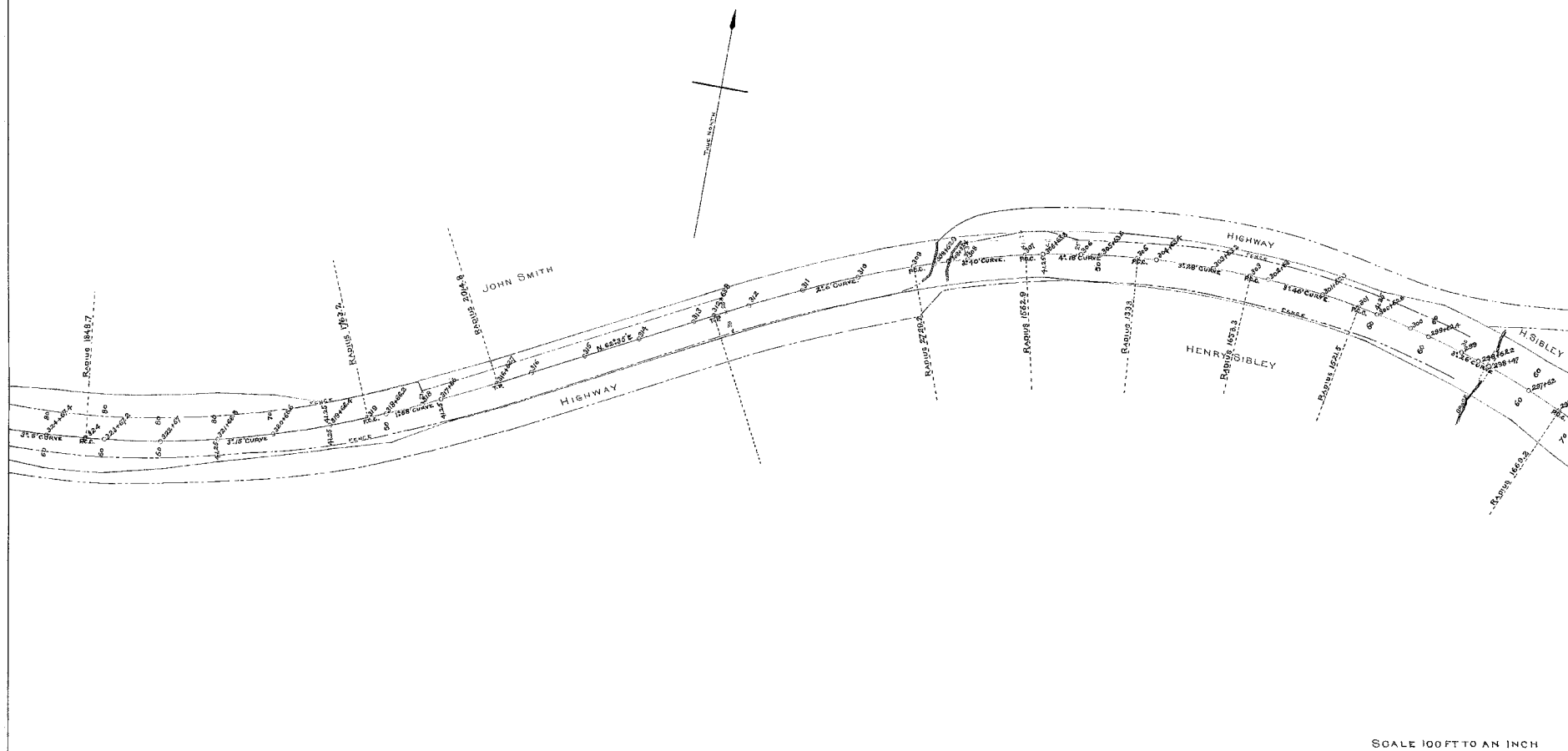
Sibley, H

***Stations*** 324+67.4-2

### ***Landmarks located on Plan***

Brook







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### **Towns located on Plan**

Westfield  
West Springfield

### **Roads located on Plan**

Hgy

### **Abutter Names located on Plan**

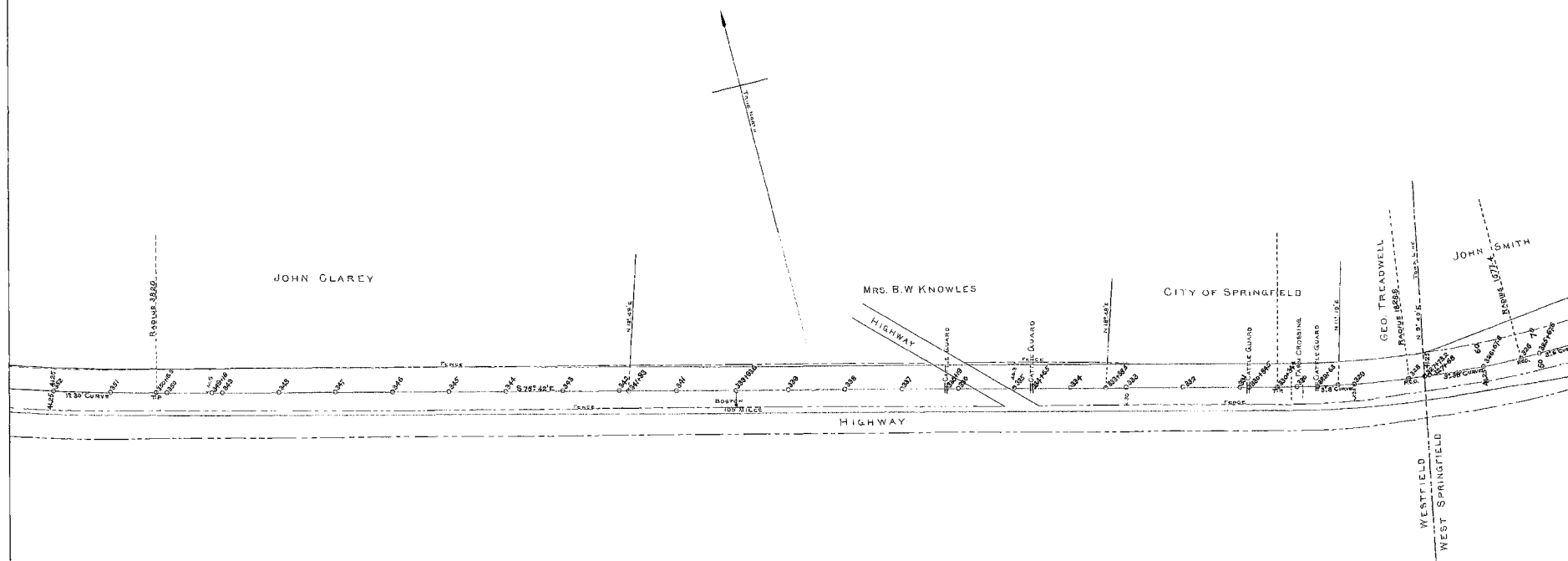
Clarey, John  
Knowles, BW  
Springfield City  
Treadwell, Geo  
Smith, John

### **Landmarks located on Plan**

Farm Crossing

|                 |            |
|-----------------|------------|
| <b>Stations</b> | 352-325+67 |
|-----------------|------------|

WEST SPRINGFIELD  
WESTFIELD



SCALE 100 FT. TO AN INCH.



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### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

Hgy

### ***Abutter Names located on Plan***

Lee, Gamaliel C

Boston & Albany RR Co

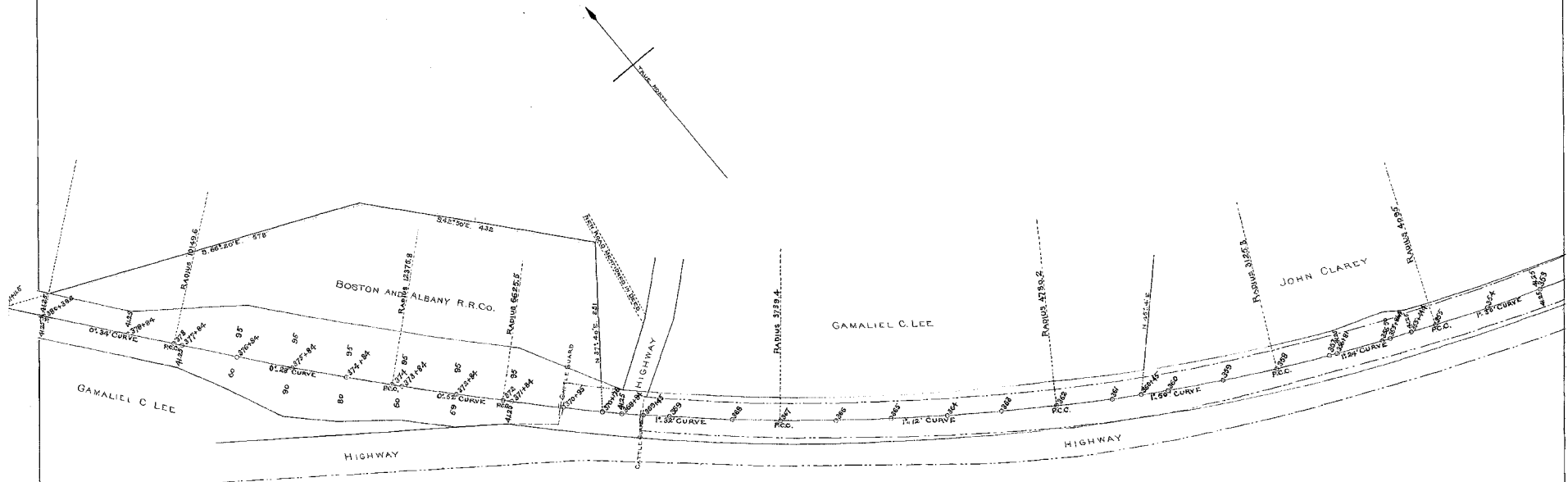
Clarey, John

***Stations***   380+39.6-3

### ***Landmarks located on Plan***

New Rd mentioned in Deed







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### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

Hgy

### ***Abutter Names located on Plan***

Noble, Wells

Sibley, Allen

Dewey, Thomas

Waterman, JT

B & A RR Co

Lee, Gamaliel C

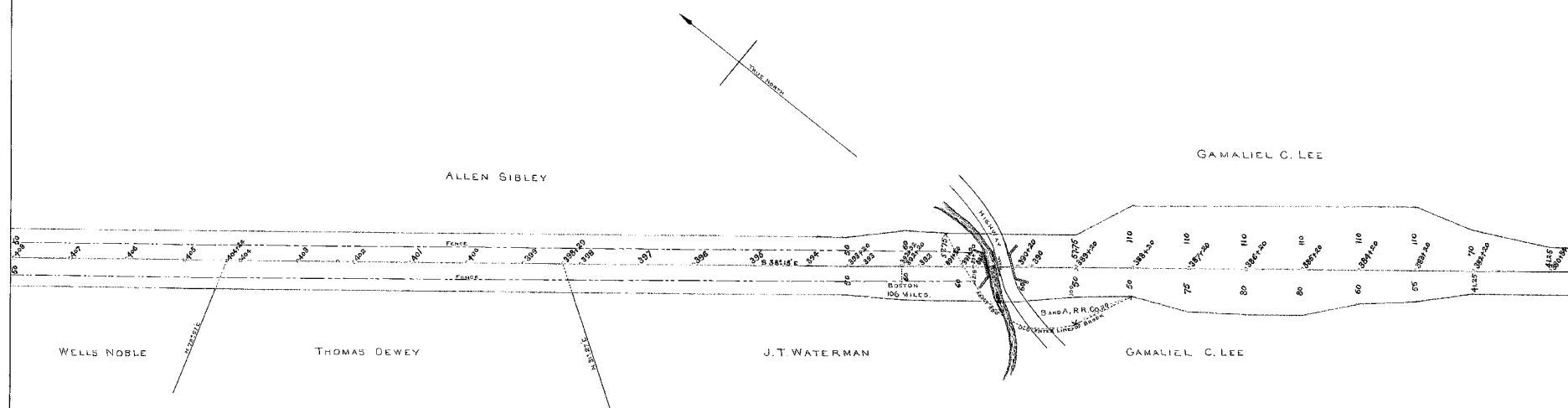
***Stations*** 408-380+84

### ***Landmarks located on Plan***

Brook







SCALE 100 FT. TO AN INCH



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### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Fowler, Charles

Sibley, Allen

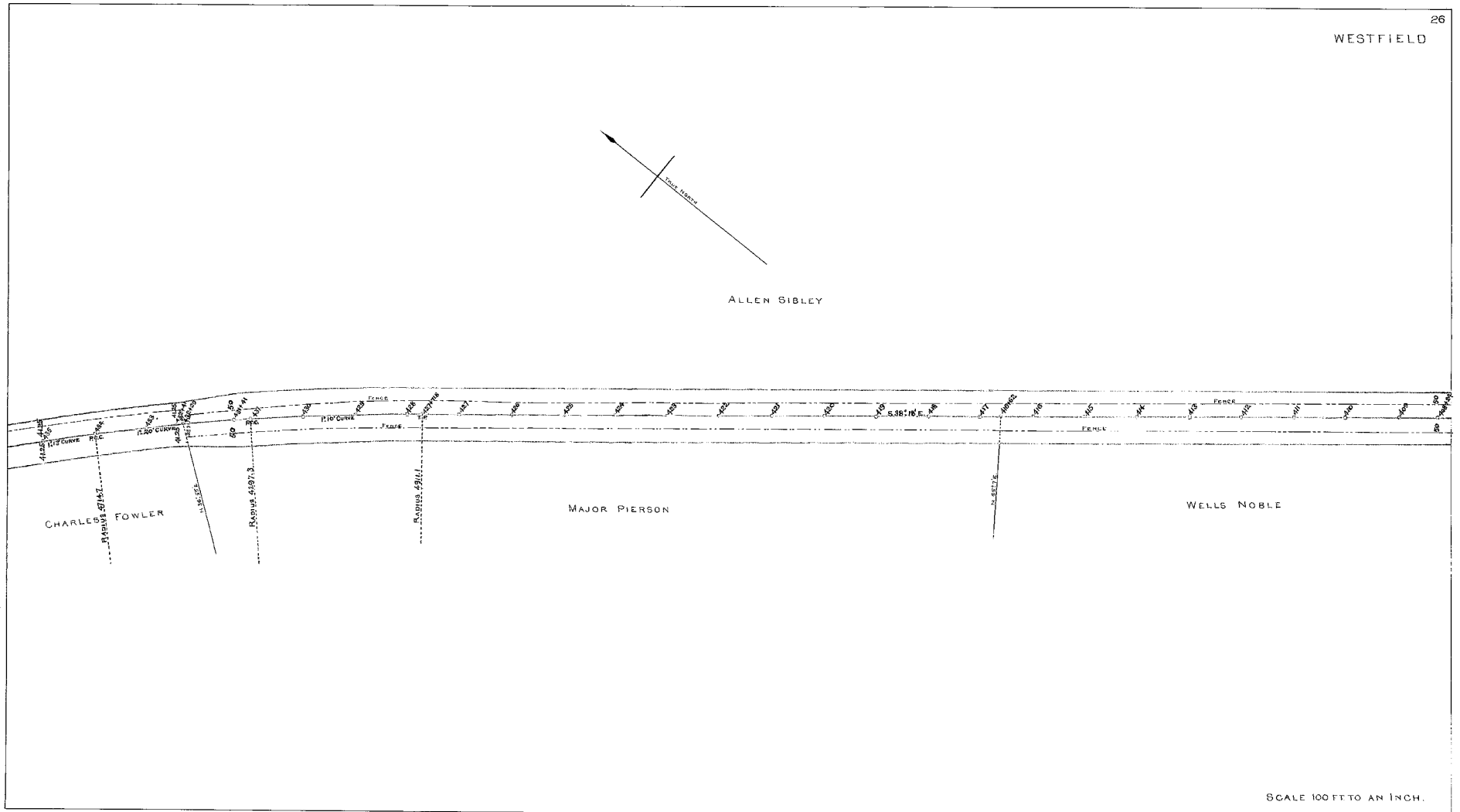
Pierson, Major

Noble, Wells

***Stations*** 435-408+24

### ***Landmarks located on Plan***







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### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

Hgy

***Stations*** 463+23-436

### ***Landmarks located on Plan***

(William Riding Way)

### ***Abutter Names located on Plan***

White,F

Fowler,Charles

Fowler,Daniel

Tyrney,Peter

Long,William H

McNulty,Matthew

Leonard,Frank

Ely, Henry & Brothers

Noble,James

Bush,Seth

Dibble,John

Bush,Seth

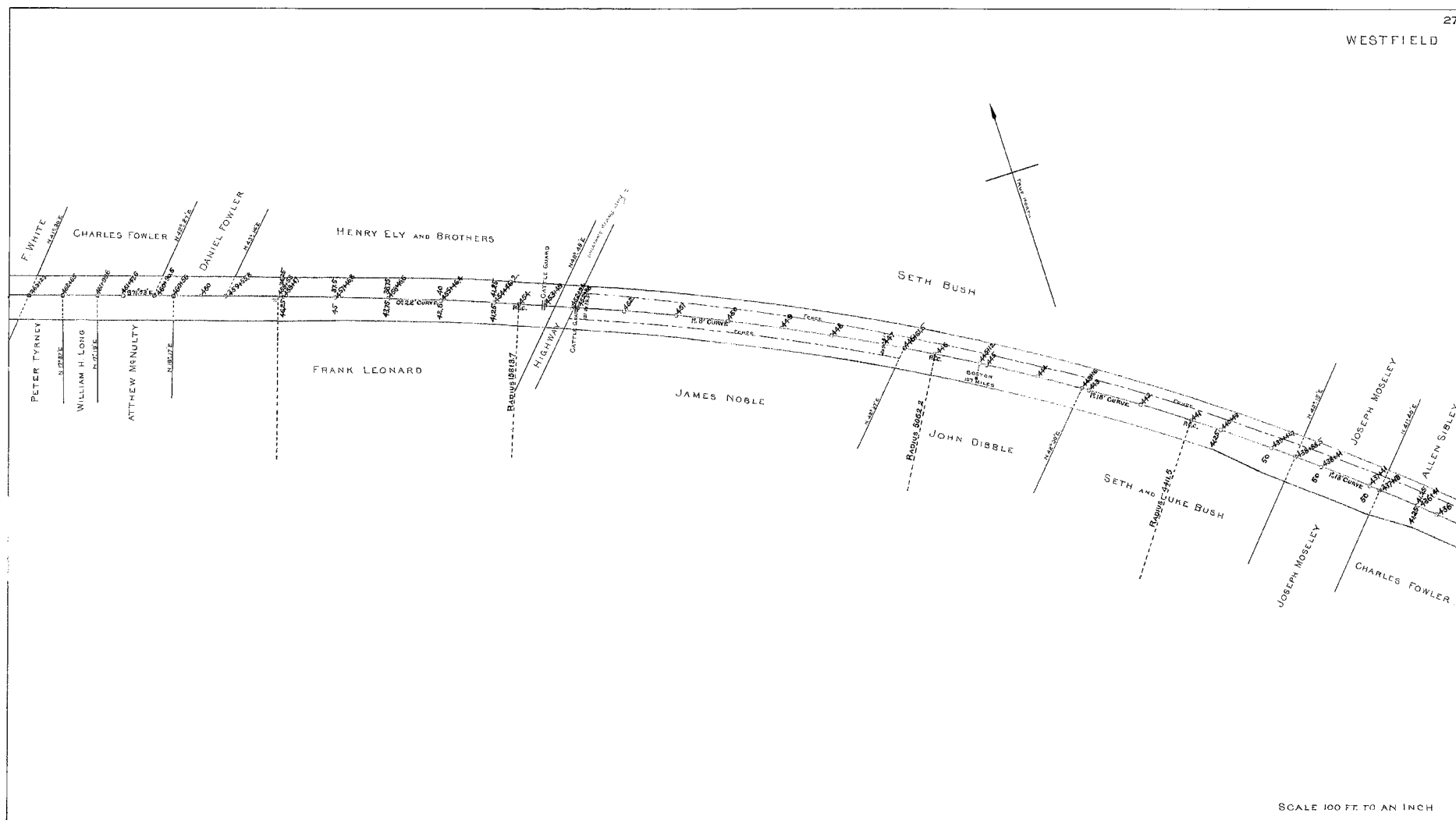
Bush,Luke

Moseley,Joseph

Fowler,Charles

Sibley,Allen







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32

### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

Hgy

***Stations*** 491-464

### ***Landmarks located on Plan***

Westfield River

Farm Crossing

### ***Abutter Names located on Plan***

Roberts,Carloine

Boston & Albany RR Co

Prad,Asa P

Rockwel,Owen

Mosely,David N

Leonard,Frank

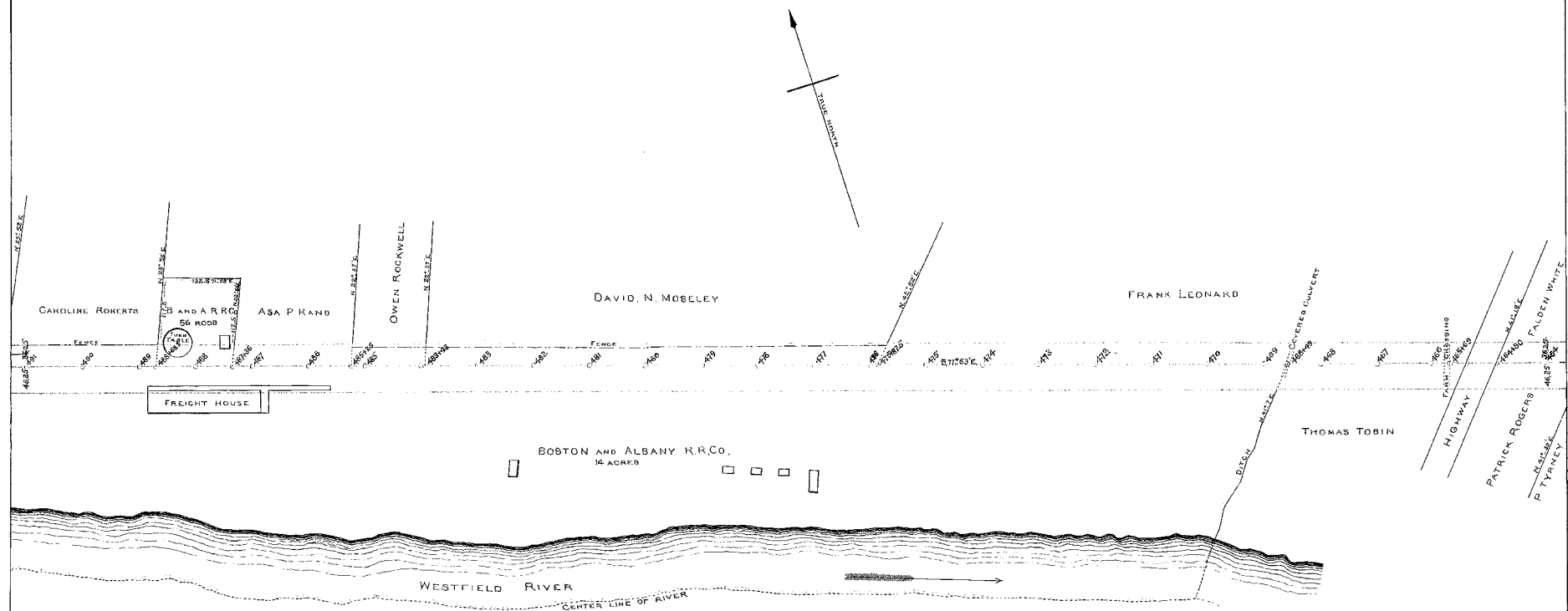
Tobin,Thomas

Rogers,Patrick

White,Faden

Tyrney,P







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### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

Old Hgy

Pochassic St

Elm St

Union St

### ***Abutter Names located on Plan***

Phelan, Mary

Hough, Daniel

Boston & Albany RR Co

N H & N RR

Hudson, Isaac

Buschmann, John C

***Stations*** 518-491+40

### ***Landmarks located on Plan***

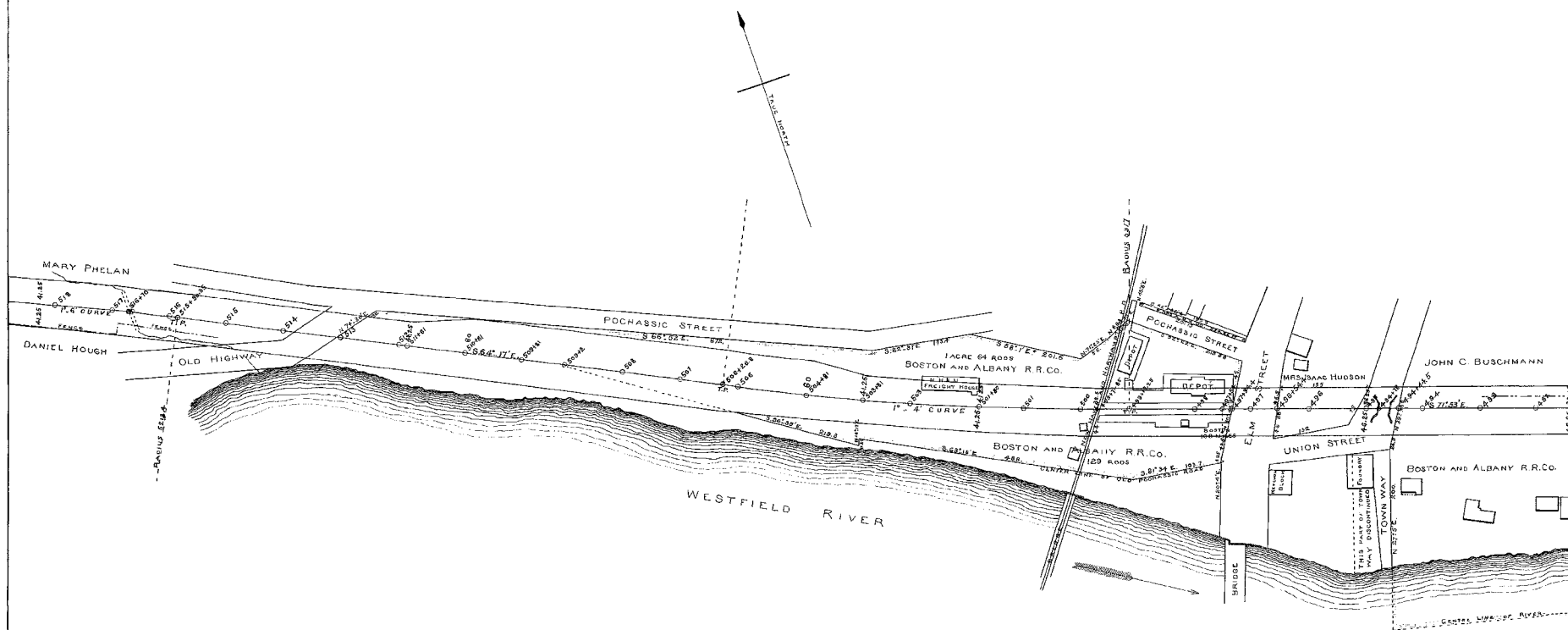
Westfield River

Bridge

Foundry







SCALE 100 FT TO AN INCH



## HAMPDEN COUNTY RAILROAD PROJECT

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### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

Hgy

***Stations*** 546-519

### ***Landmarks located on Plan***

Farm Crossing

### ***Abutter Names located on Plan***

Hickey, Patrick

Bush, Frank

Looney, Daniel

Buschmann, John C

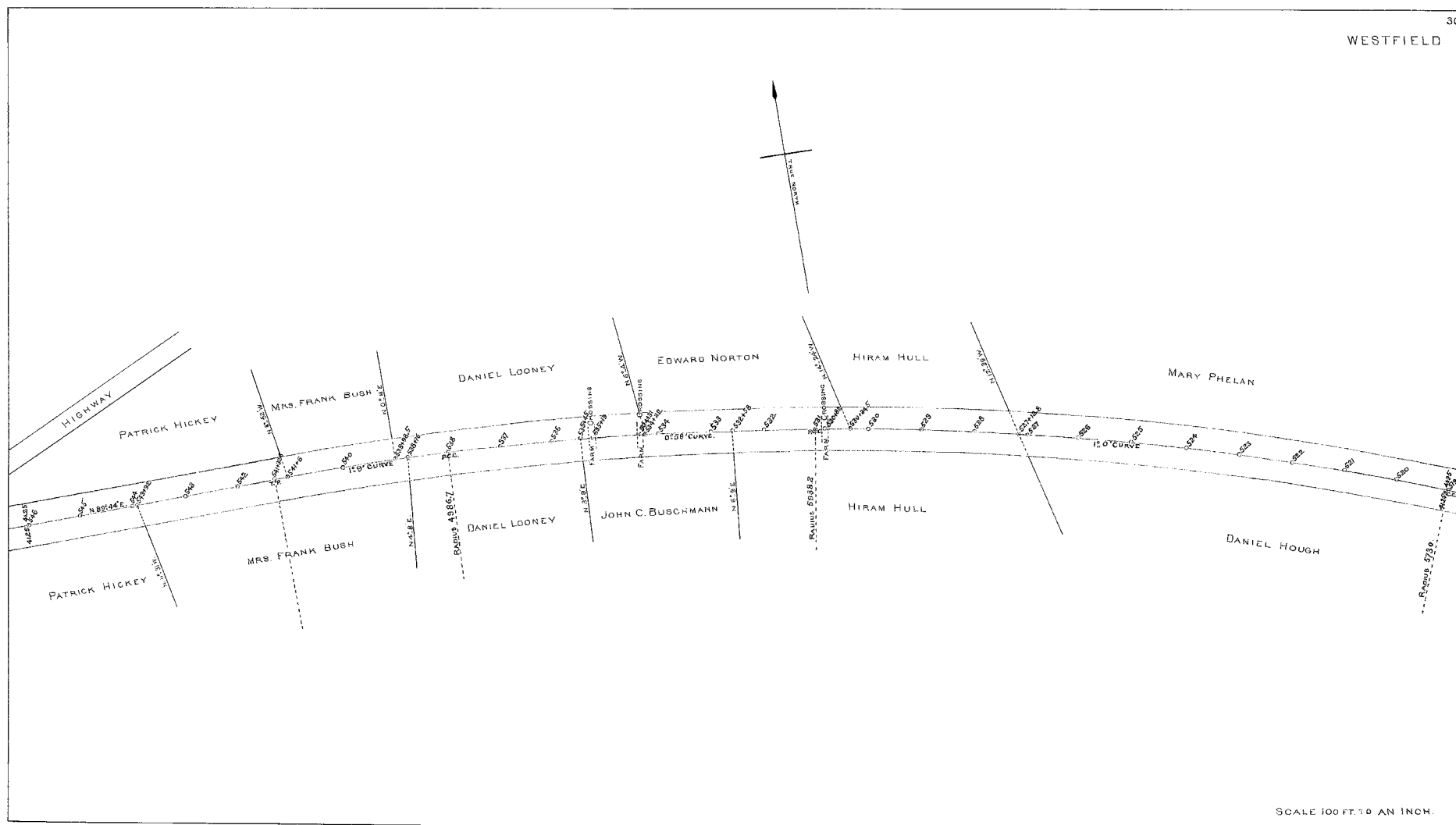
Norton, Edward

Hull, Hiram

Phelan, Mary

Hough, Daniel







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### ***Towns located on Plan***

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### ***Roads located on Plan***

Hgy

### ***Abutter Names located on Plan***

Arthur, Frank

Perry, Alden

Kurivan, William

Hough, Daniel

Mahoney, Bartholomew

Hickey, Patrick

***Stations*** 573+61-546

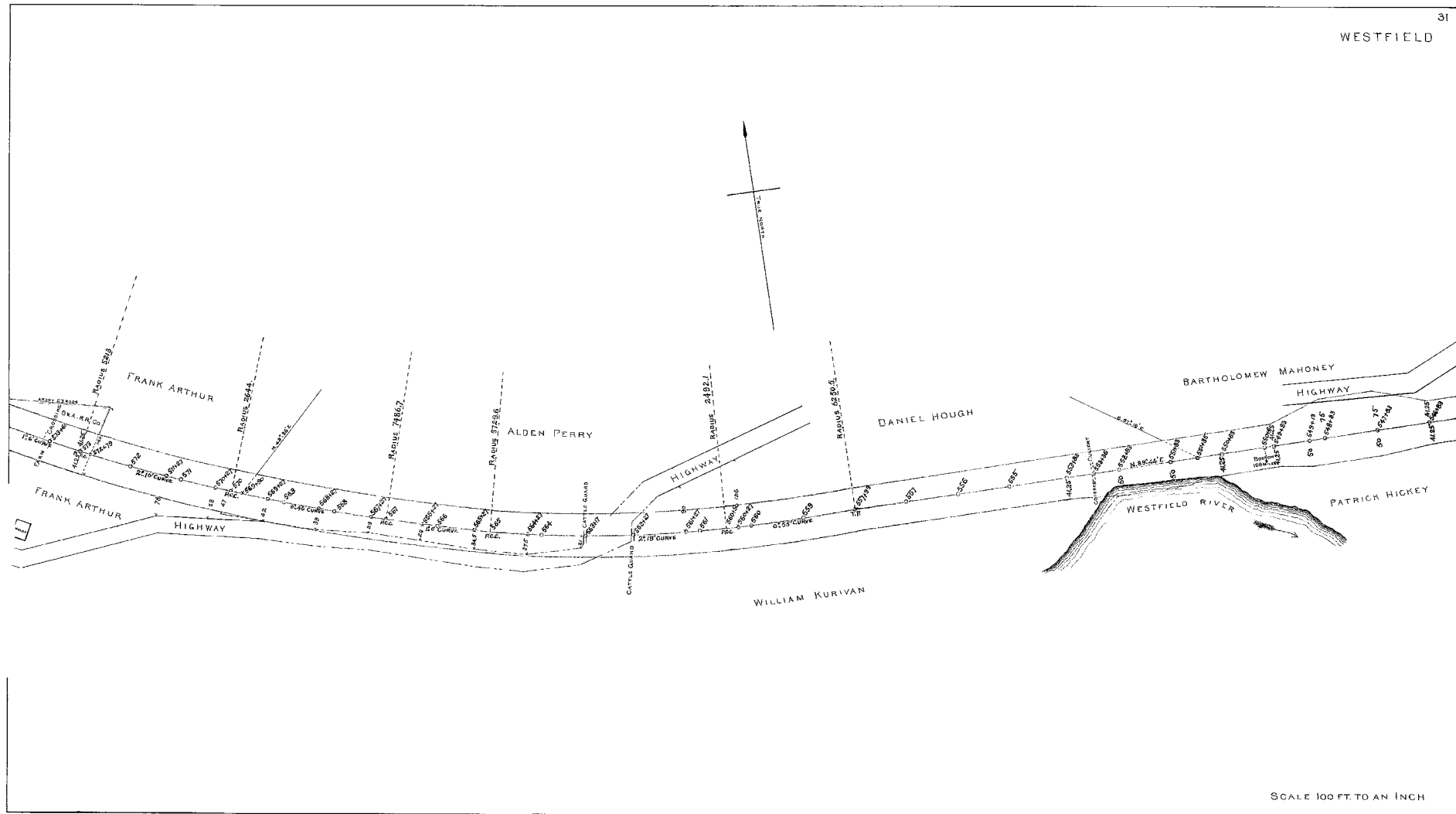
### ***Landmarks located on Plan***

Farm Crossing

Covered Culvert

Westfield River







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### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

Hgy

### ***Abutter Names located on Plan***

Morse, William (heirs)

Brass, Hannah

Arthur, Frank

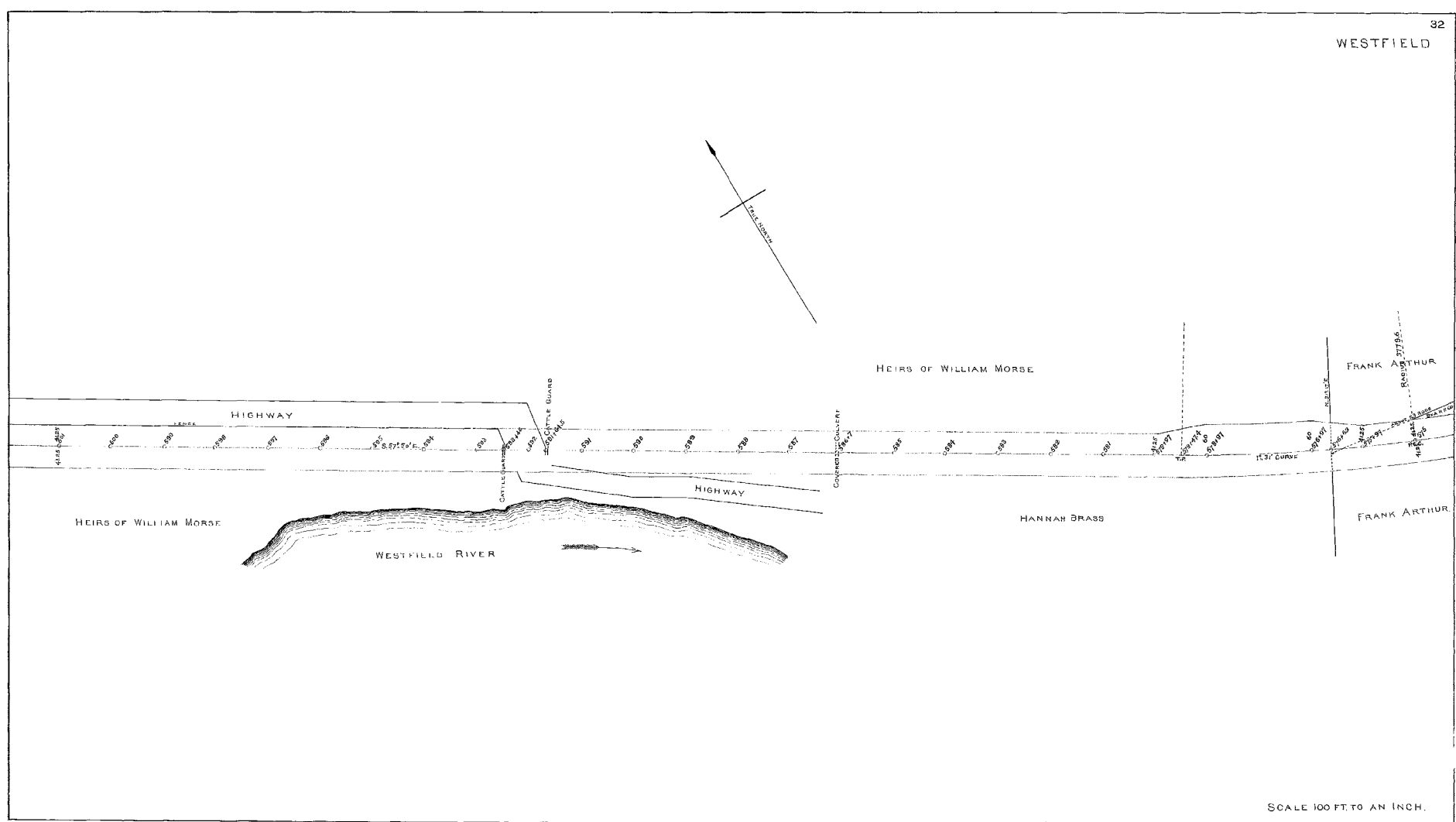
B & A RR Co

***Stations*** 601-575

### ***Landmarks located on Plan***

Covered Culvert







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### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

Hgy

### ***Abutter Names located on Plan***

Perry, Barnum

Perry, David

Towle, Oliver

Peeler, John

Morse, William (heirs)

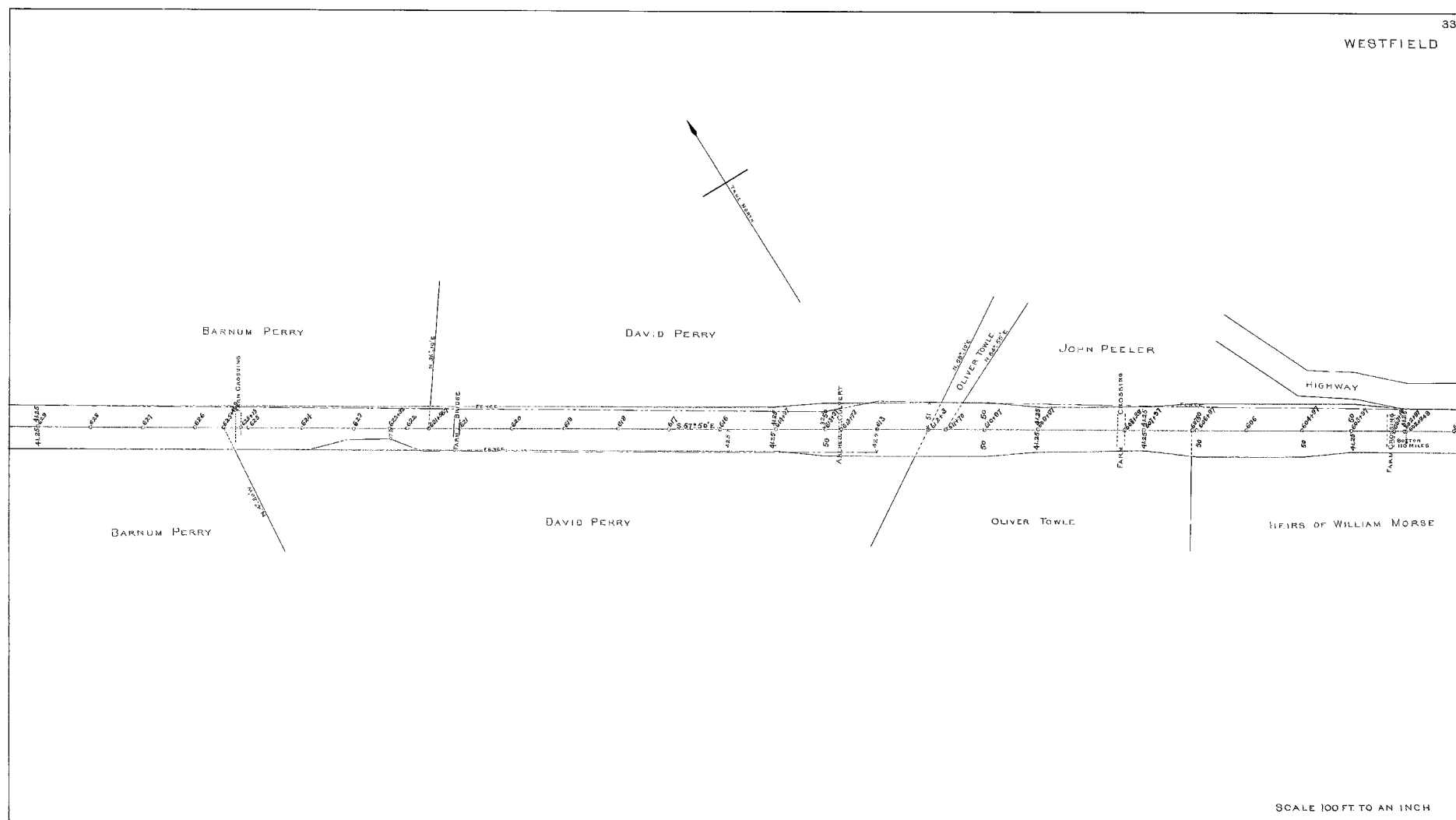
### ***Landmarks located on Plan***

Farm Crossing

### ***Stations***

629-602







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### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Bancroft, Royal

Bancroft, Edward

Burns, Patrick

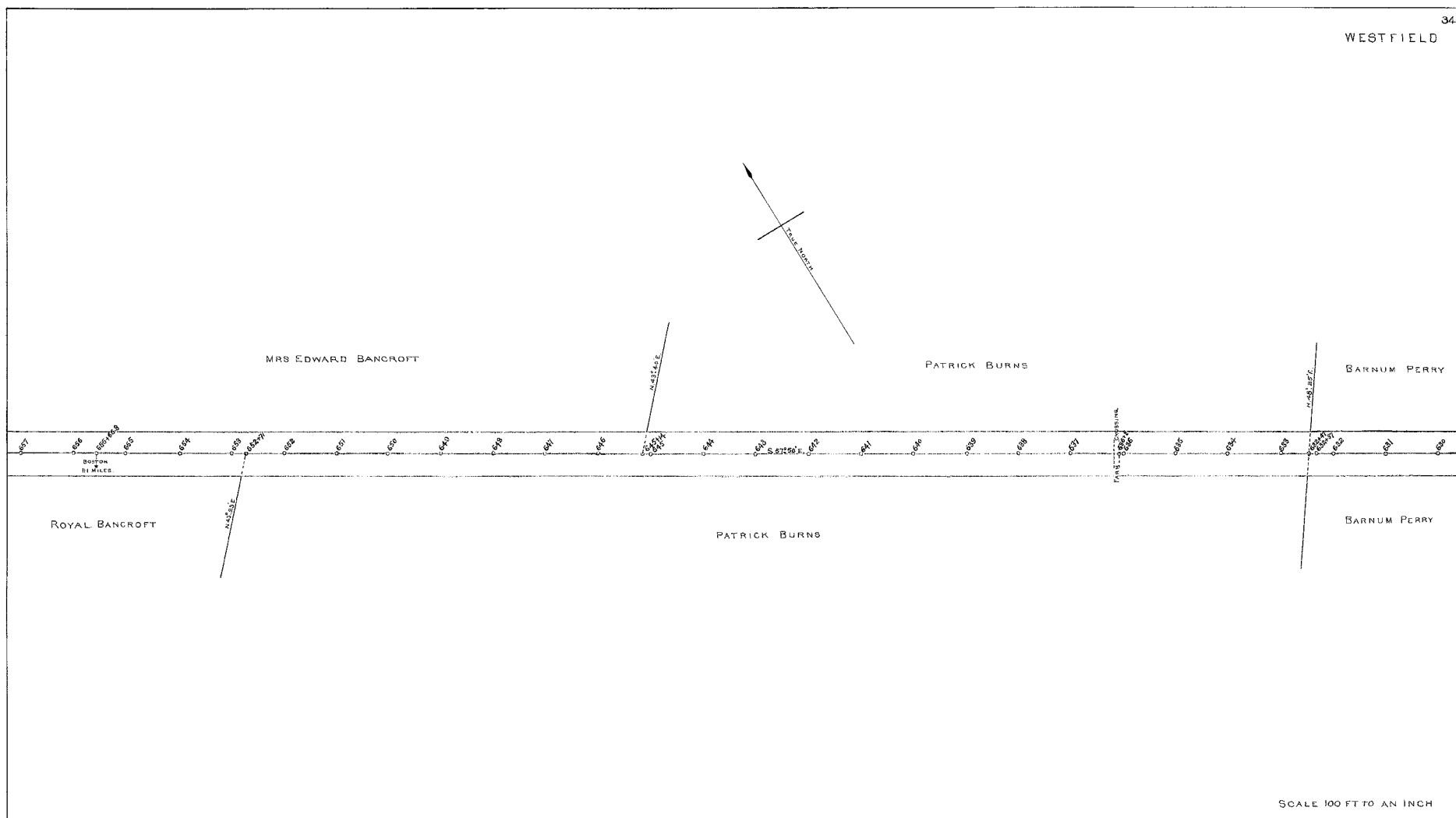
Perry, Barnum

***Stations*** 657-630

### ***Landmarks located on Plan***

Farm Crossing







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### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Bancroft, Royal

Atkins, Charles

Towle, Oliver

Atkins, Charles

Bancroft, Royal

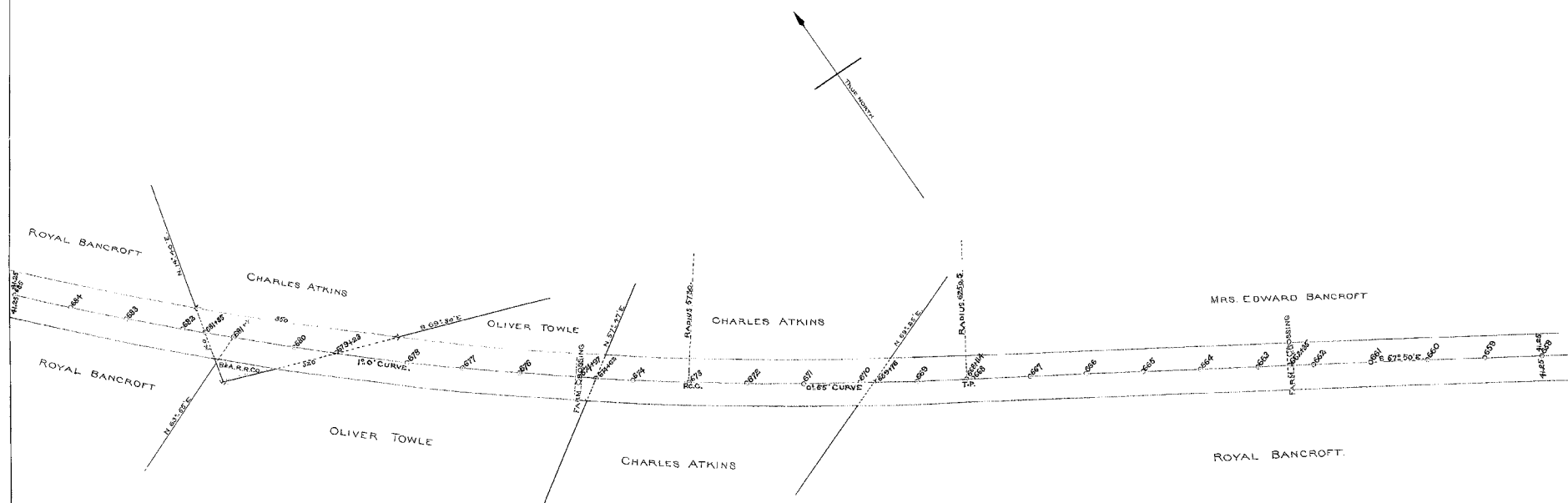
Bancroft, Edward

***Stations*** 685-658

### ***Landmarks located on Plan***

Farm Crossing





SCALE 100 FT. TO AN INCH



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### ***Towns located on Plan***

Montgomery

Russell

Westfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Coles, Edward

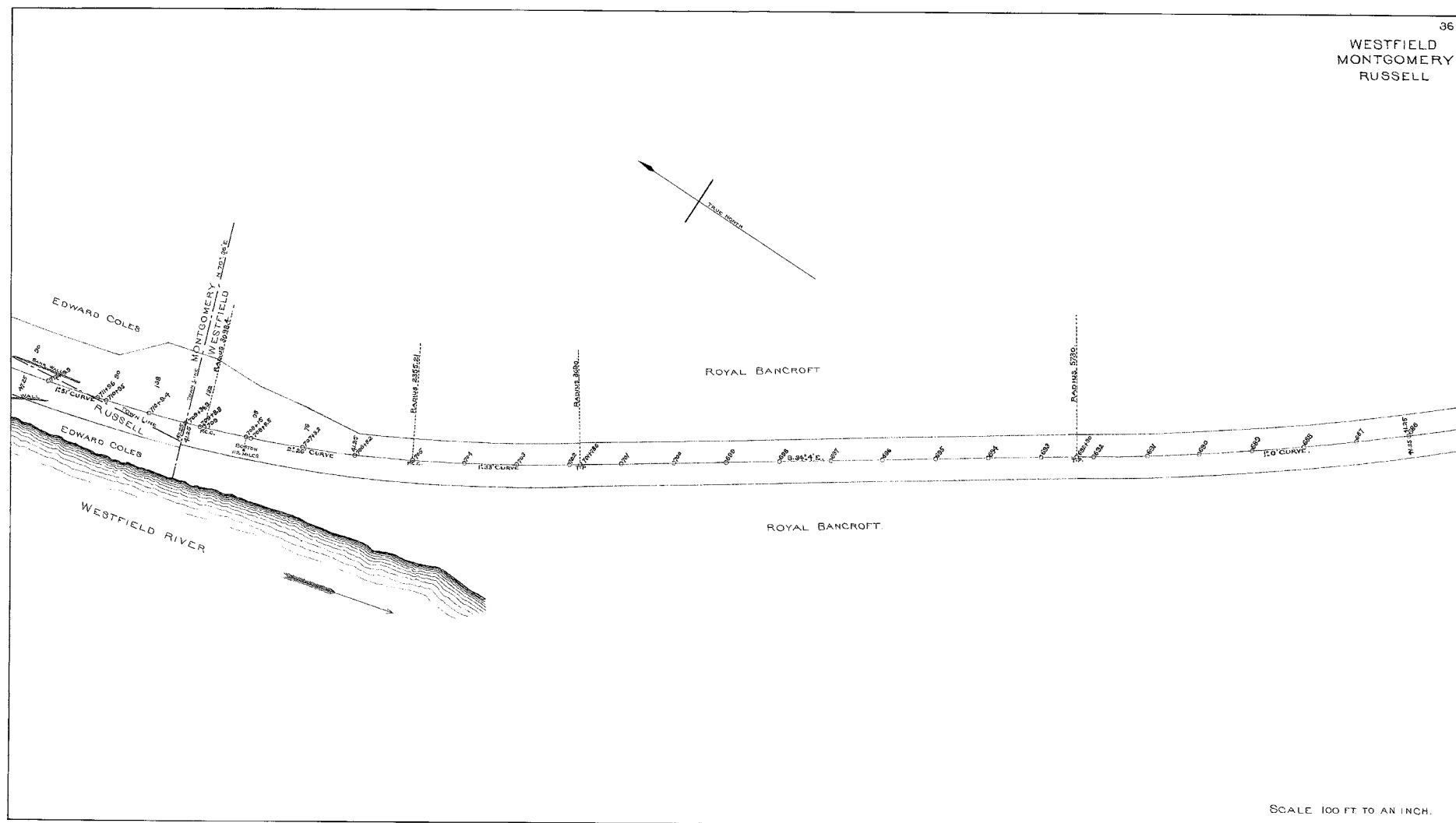
Bancroft, Royal

***Stations*** 712+9.9-68

### ***Landmarks located on Plan***

Westfield River







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### ***Towns located on Plan***

Russell

Montgomery

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Coles, Edward

***Stations*** 741.19.1-71

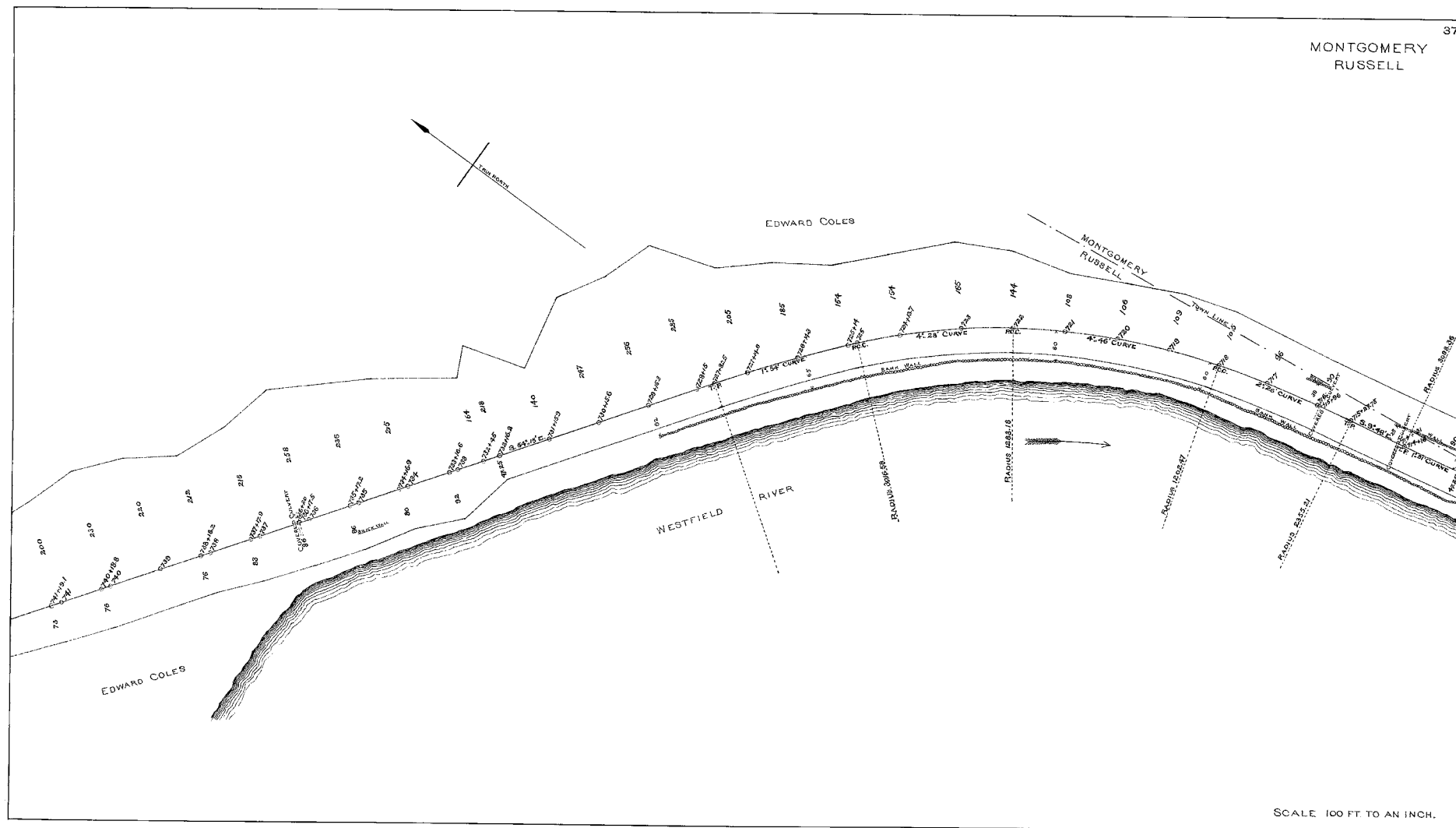
### ***Landmarks located on Plan***

Covered Culvert

Westfield River









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### ***Towns located on Plan***

Russell

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Wiliston, Thomas J

Coles, Edward

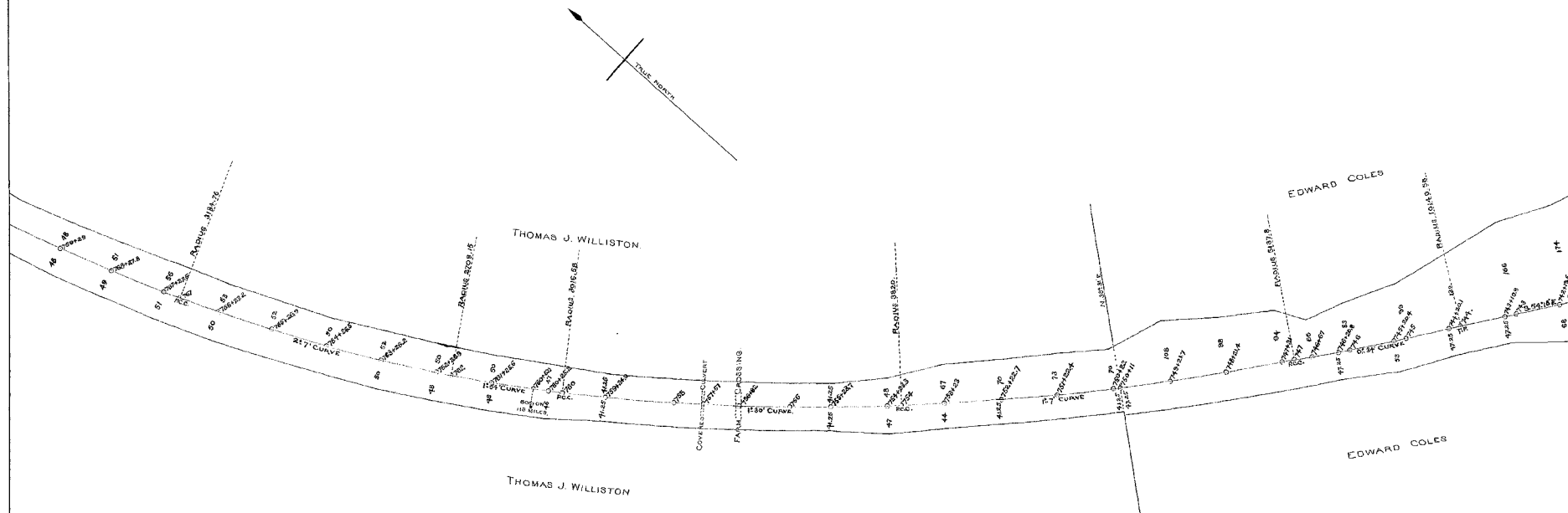
***Stations*** 769+29-742

### ***Landmarks located on Plan***

Covered Culver

Farn Crossing







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### ***Towns located on Plan***

Russell

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Williston, Thomas J

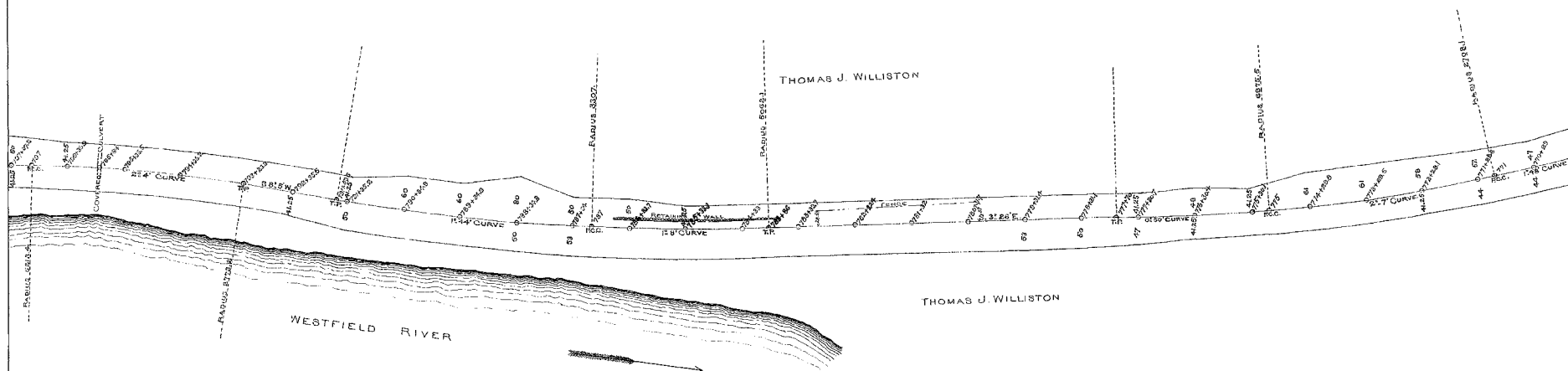
***Stations*** 797+37.2-7

### ***Landmarks located on Plan***

Westfield River

Covered Culvert







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### ***Towns located on Plan***

Russell

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Frost, George W

Boston & Albany RR Co

Williston, Thomas J

***Stations*** 828+79.4-9

### ***Landmarks located on Plan***

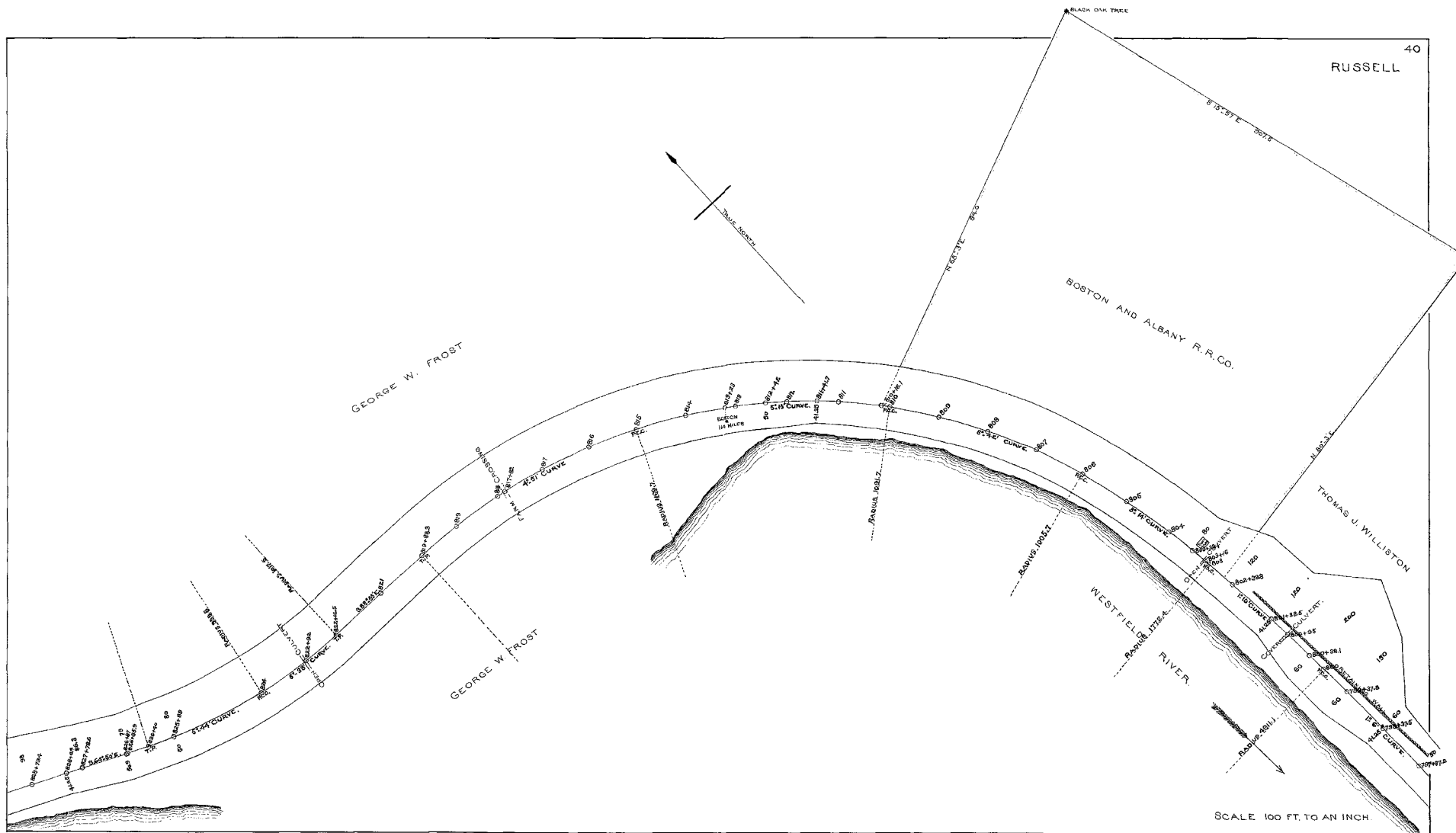
Open Culvert

Farm Crossing

Westfield River

Covered Culvert







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### ***Towns located on Plan***

Russell

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Parks, Rowland

Gibbs, Jarvis

Plant, Augustus

Frost, Geo W

***Stations*** 856+8-829

### ***Landmarks located on Plan***

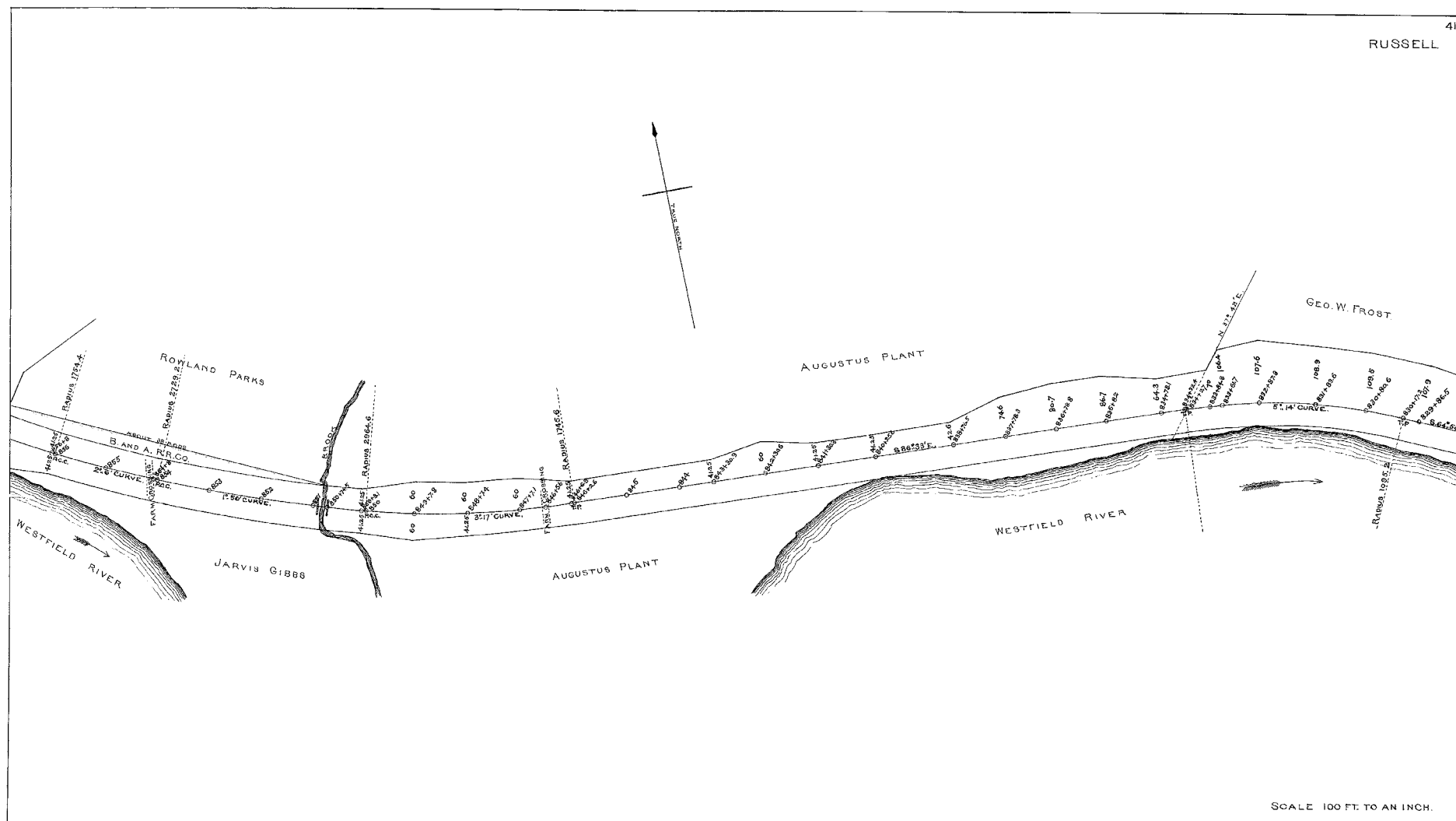
Westfield River

Farm Crossing

Brook









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### ***Towns located on Plan***

Russell

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Boston & Albany RR Co

Gibbs, Jarvis

Parks, Rowland

B & A RR Co

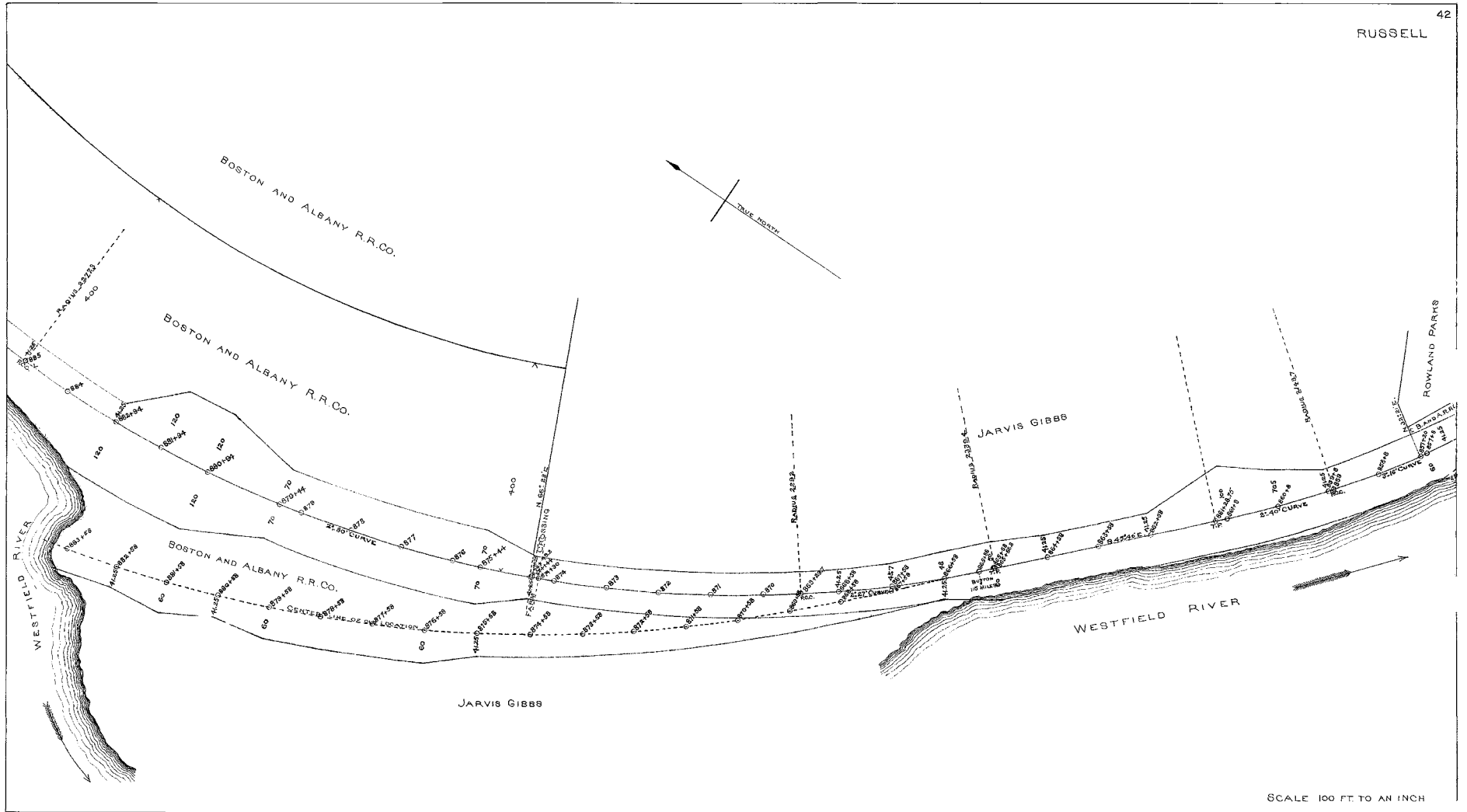
***Stations***   885-857+8

### ***Landmarks located on Plan***

Westfield River

Farm Crossing







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Russell

### ***Roads located on Plan***

Hgy

### ***Abutter Names located on Plan***

Boston & Albany RR Co

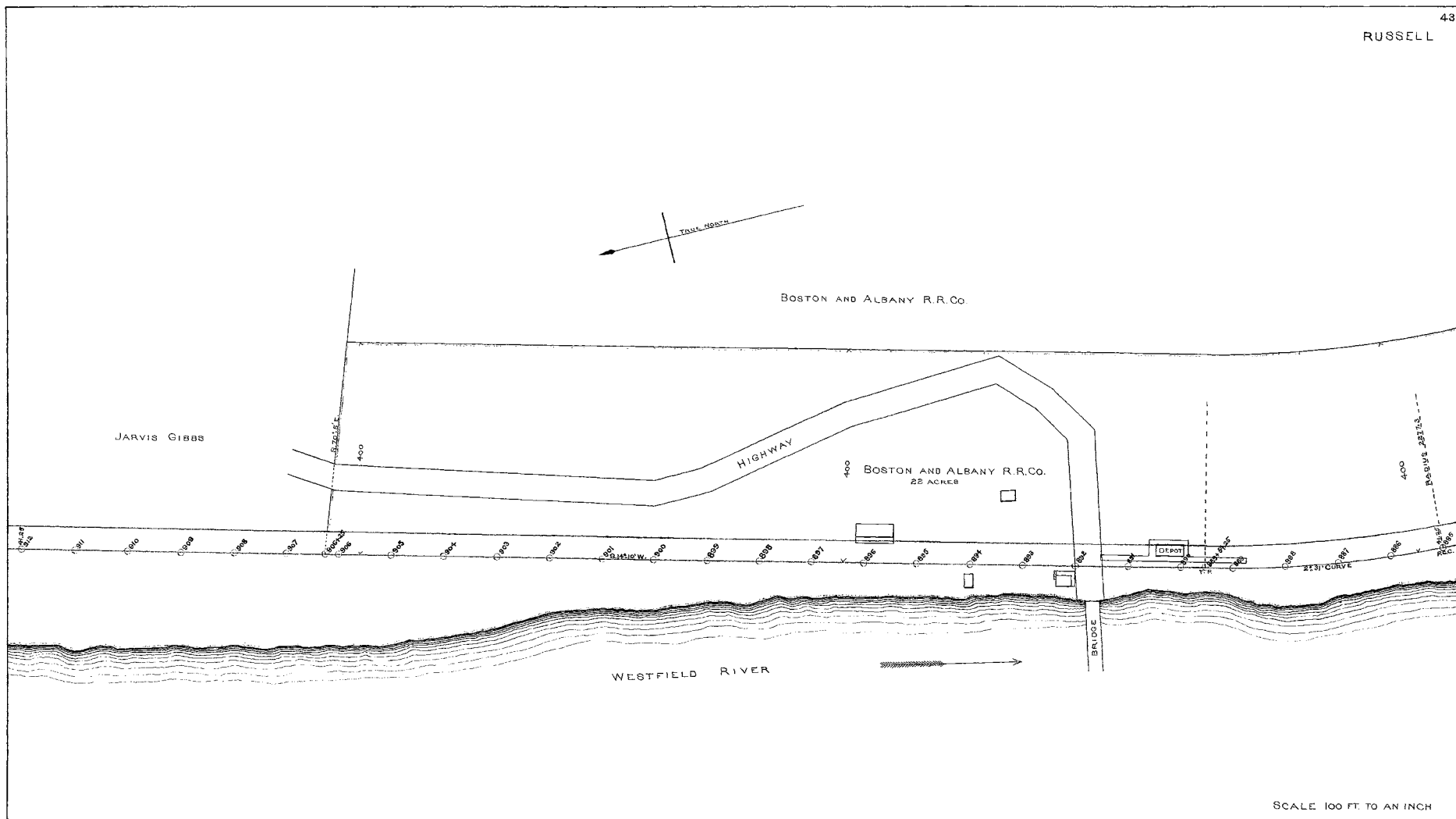
***Stations*** 912-885

### ***Landmarks located on Plan***

Westfield River

Bridge







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### ***Towns located on Plan***

Montgomery

Russell

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Holcomb, MM

B & A RR Co

Gibbs, Jarvis

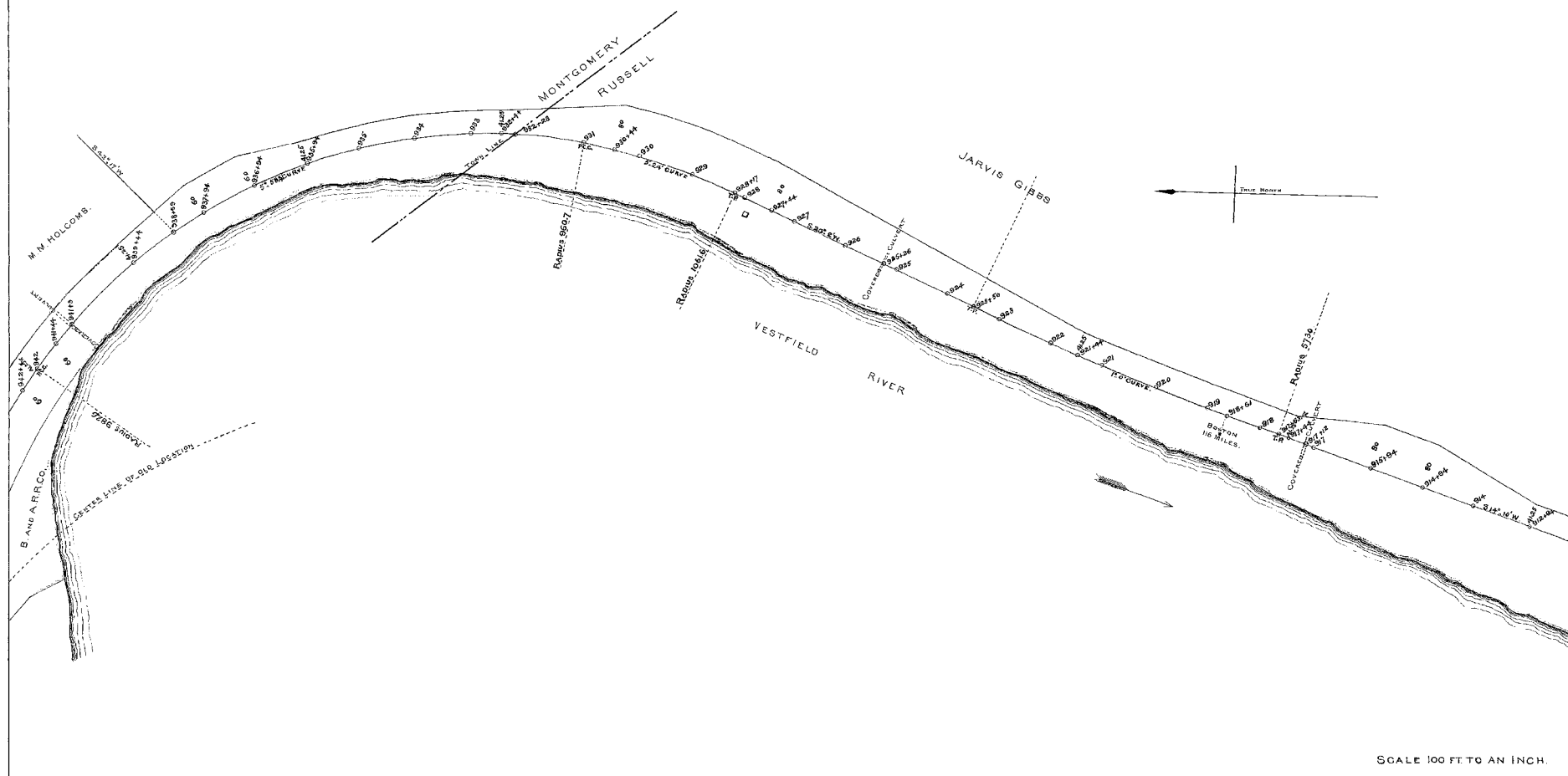
***Stations*** 942+44-912

### ***Landmarks located on Plan***

Westfield River

Covered Culvert



RUSSELL  
MONTGOMERY

SCALE 100 FT. TO AN INCH.



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Montgomery

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Holcomb, MM

B & A RR Co

***Stations*** 972+37-941

### ***Landmarks located on Plan***

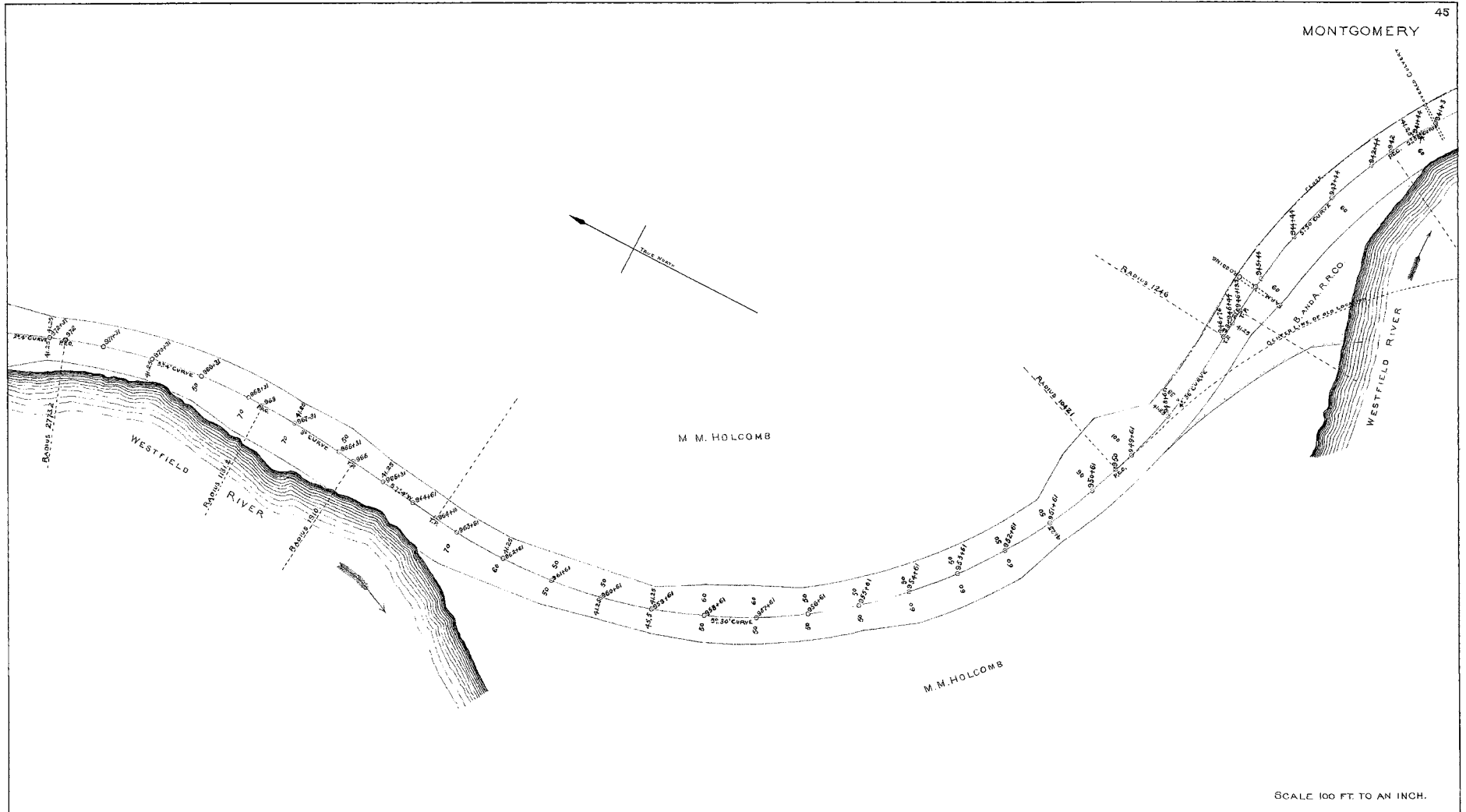
Westfield River

Farm Crossing





MONTGOMERY





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### ***Towns located on Plan***

Montgomery

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Clark, Elisha

Holcomb, Henry

Boston & Albany RR Co

Holcomb, MM

***Stations*** 998+93-972

### ***Landmarks located on Plan***

Westfield River

Arched Culvert

Brook







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### ***Towns located on Plan***

Montgomery

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Clark, Hugh

Clark, Elisha

***Stations*** 1027+93-10

### ***Landmarks located on Plan***

Westfield River

Double Covered Culvert







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### ***Towns located on Plan***

Montgomery

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Wright, Frederick (heirs)

Clark, Ladrew

Clark Hugh

***Stations*** 1054+22-10

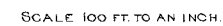
### ***Landmarks located on Plan***

Hampshire/Hampden Line

Westfield River

Covered Culvert







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### ***Towns located on Plan***

Chester

Montgomery

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Chester Mica Co

Fisk, Edward

***Stations*** 1219+1192

### ***Landmarks located on Plan***

Westfield River

Farm Crossing

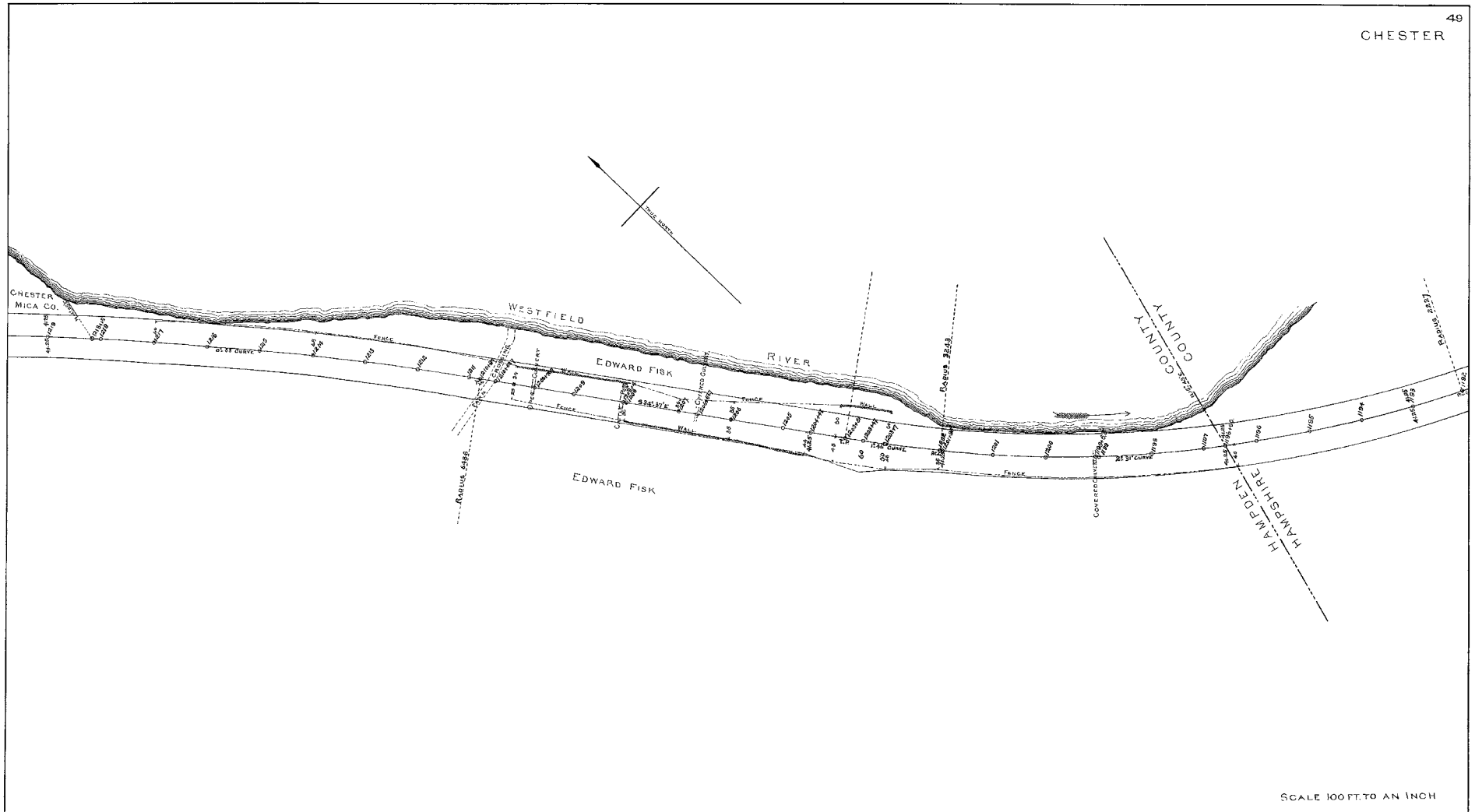
Open Culvert

Covered Culvert

Hampden/Hampshire Line









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### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Chester Mica Co

Fisk, Edward

### ***Stations*** 1247-1220

### ***Landmarks located on Plan***

Westfield River

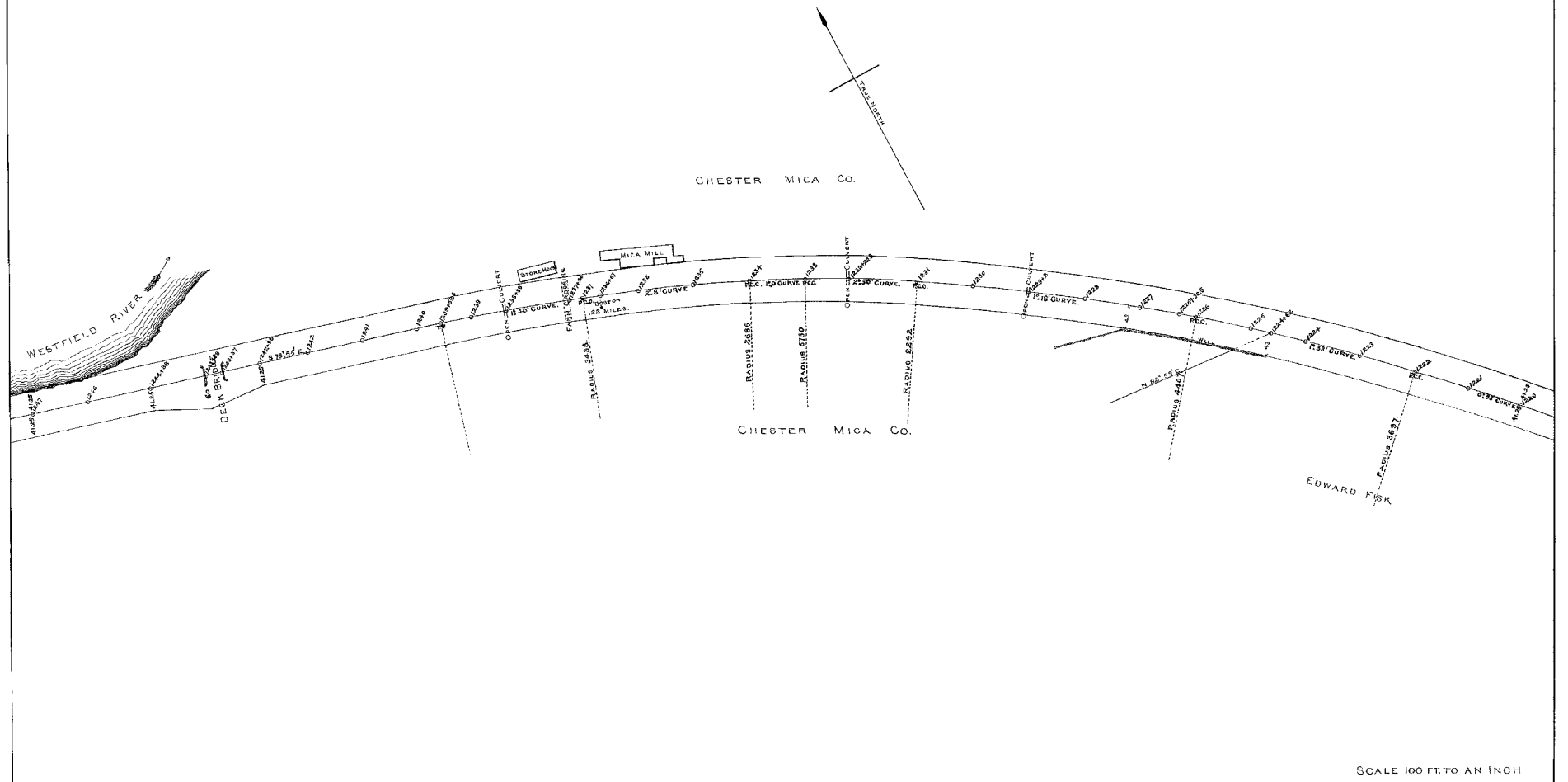
Deck Bridge

Open Culvert

Farm Crossing

Mica Mill







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### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Mass Mutual Life Insurance Co

Chester Mica Co

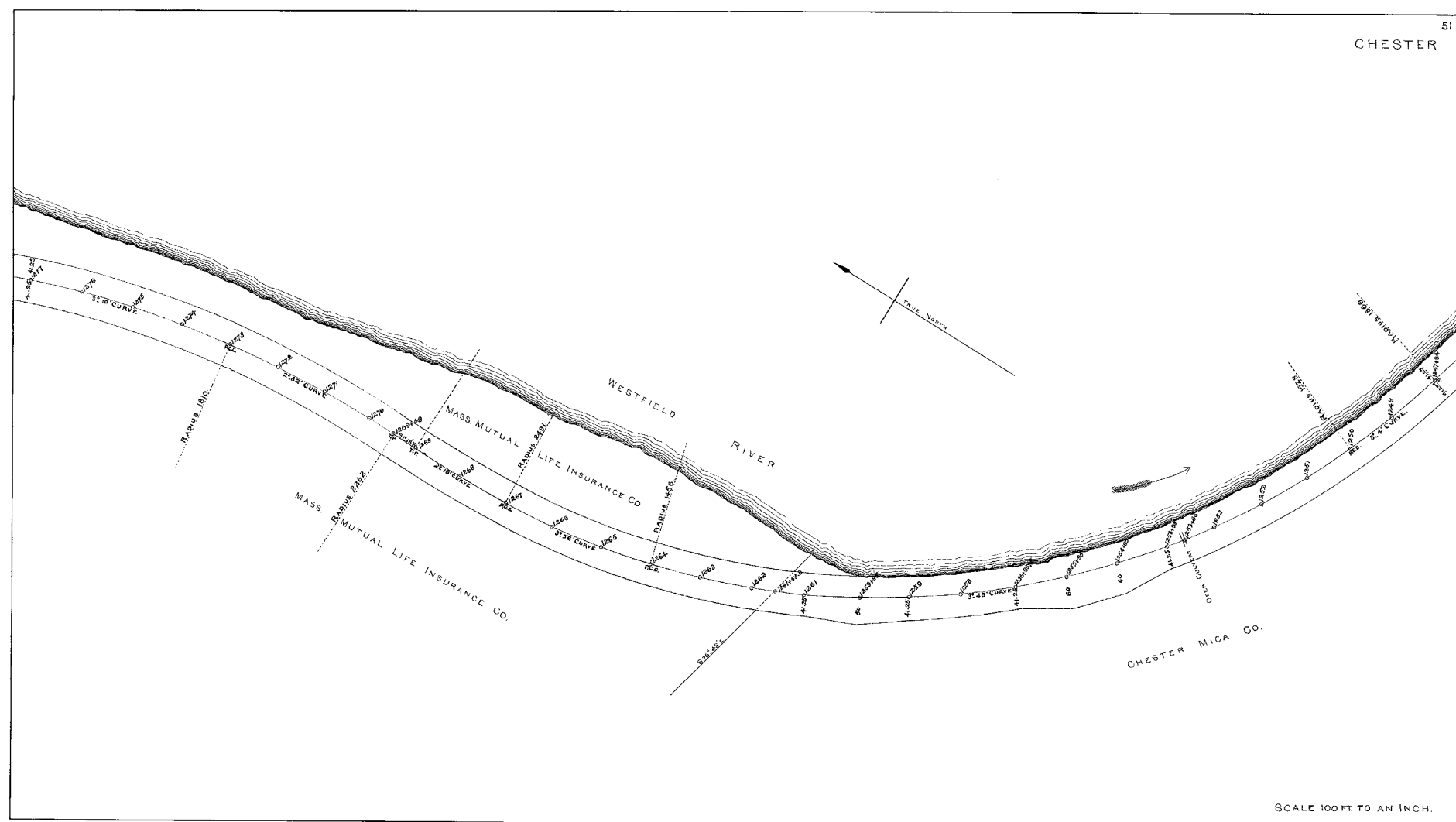
### ***Landmarks located on Plan***

Westfield River

Open Culvert

### ***Stations***

1277-1247+





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Chester

### ***Roads located on Plan***

Hgy

### ***Abutter Names located on Plan***

Mass Mutual Life Insurance Co

Kennedy, Mary

### ***Landmarks located on Plan***

Westfield River

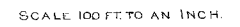
Open Culvert

Bridge

Farm Crossing

### ***Stations***

1305+94-12





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Chester

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Melvin, Jonathan

Smith, Enos

Mass mutual Life Insurance Co

### ***Landmarks located on Plan***

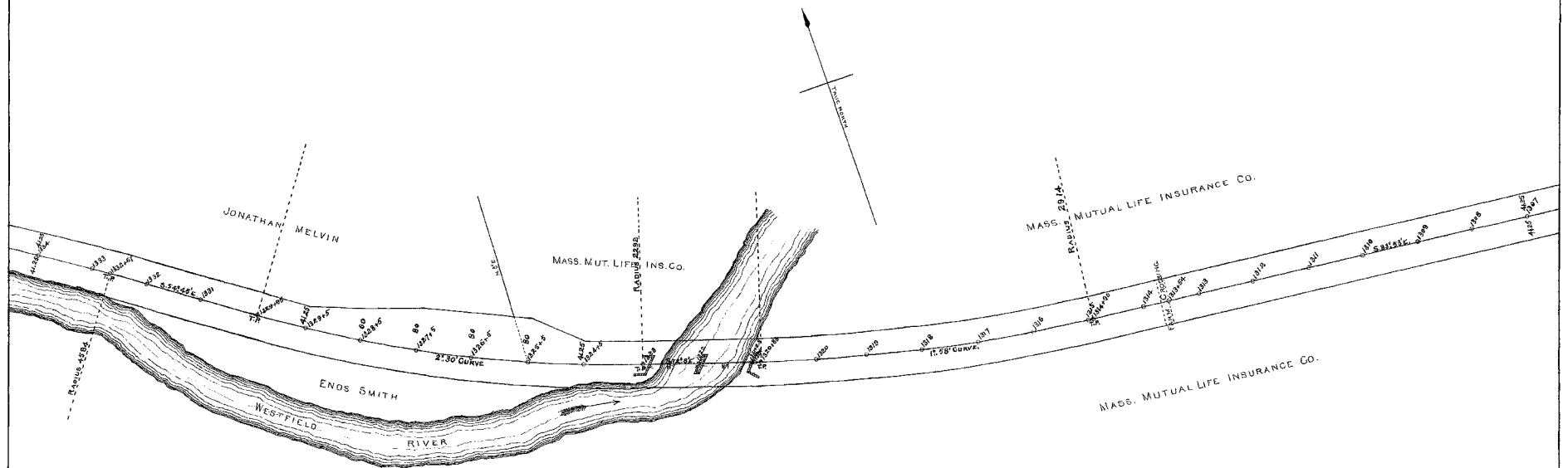
Westfield River

Farm Crossing

### ***Stations***

1334-1307







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Chester

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Weeks, Frederick

Smith, Enos

Melvin, Jonathan

### ***Stations*** 1362-1335

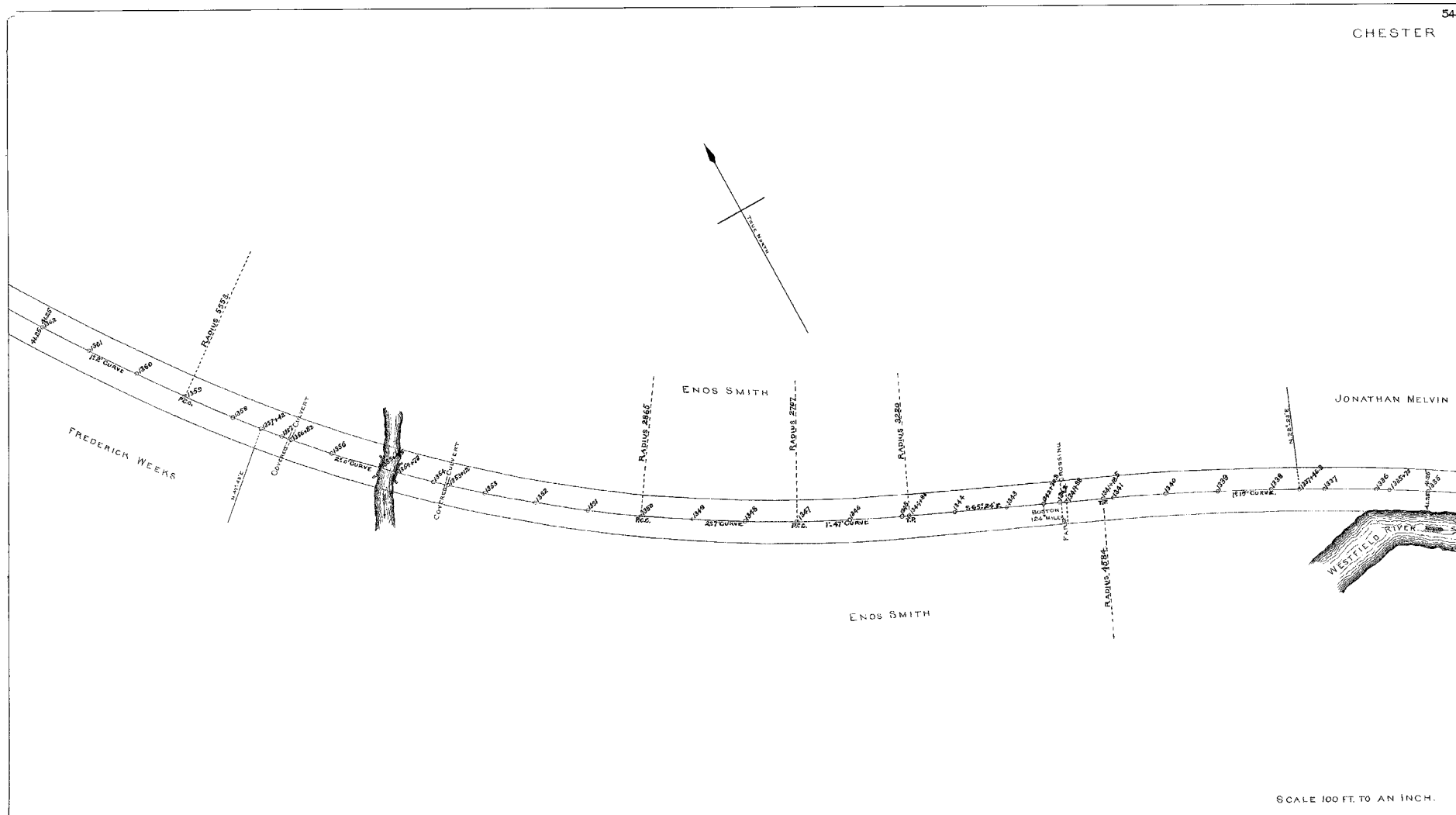
### ***Landmarks located on Plan***

Covered Culvert

Farm Crossing

Westfield River







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### **Towns located on Plan**

Chester

### **Roads located on Plan**

Hgy

### **Abutter Names located on Plan**

Willcutt, E

Blair, Judson

Coles, Newton

Gamwell, William

King, James

Smith, Enos

Weeks, Frederick

### **Landmarks located on Plan**

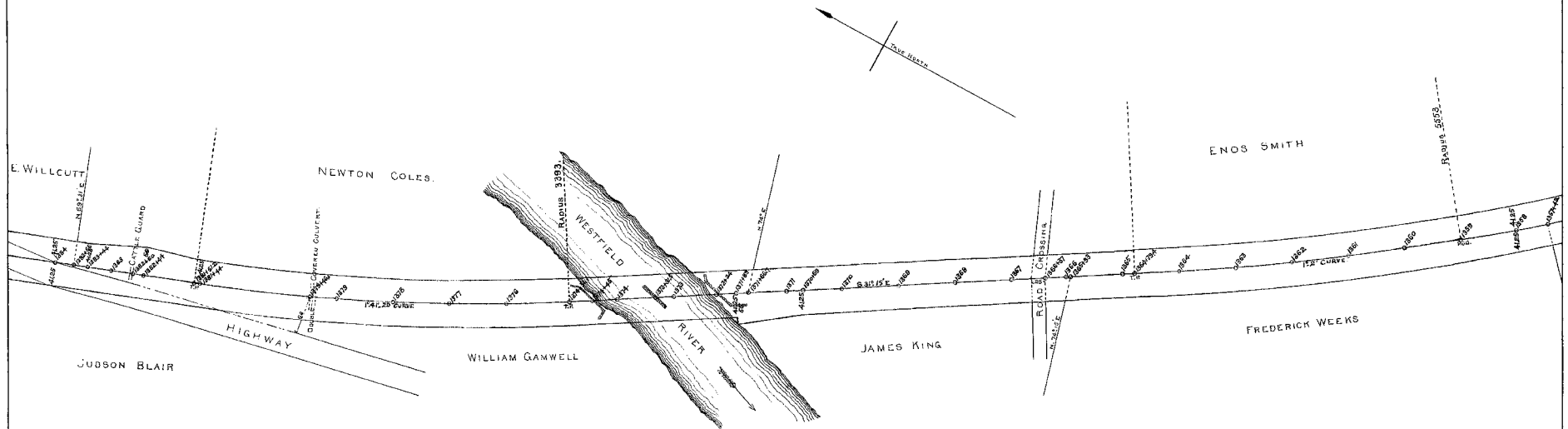
Double Covered Culvert

Westfield River

Rd Crossing

### **Stations**

1384-1357+



SCALE 100 FT. TO AN INCH



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### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

Hgy

Old Rd

### ***Abutter Names located on Plan***

Coper, Simeon

Coles, Newton

B & A RR Co

Smith, Homer

Willcutt, E

Blair, Judson

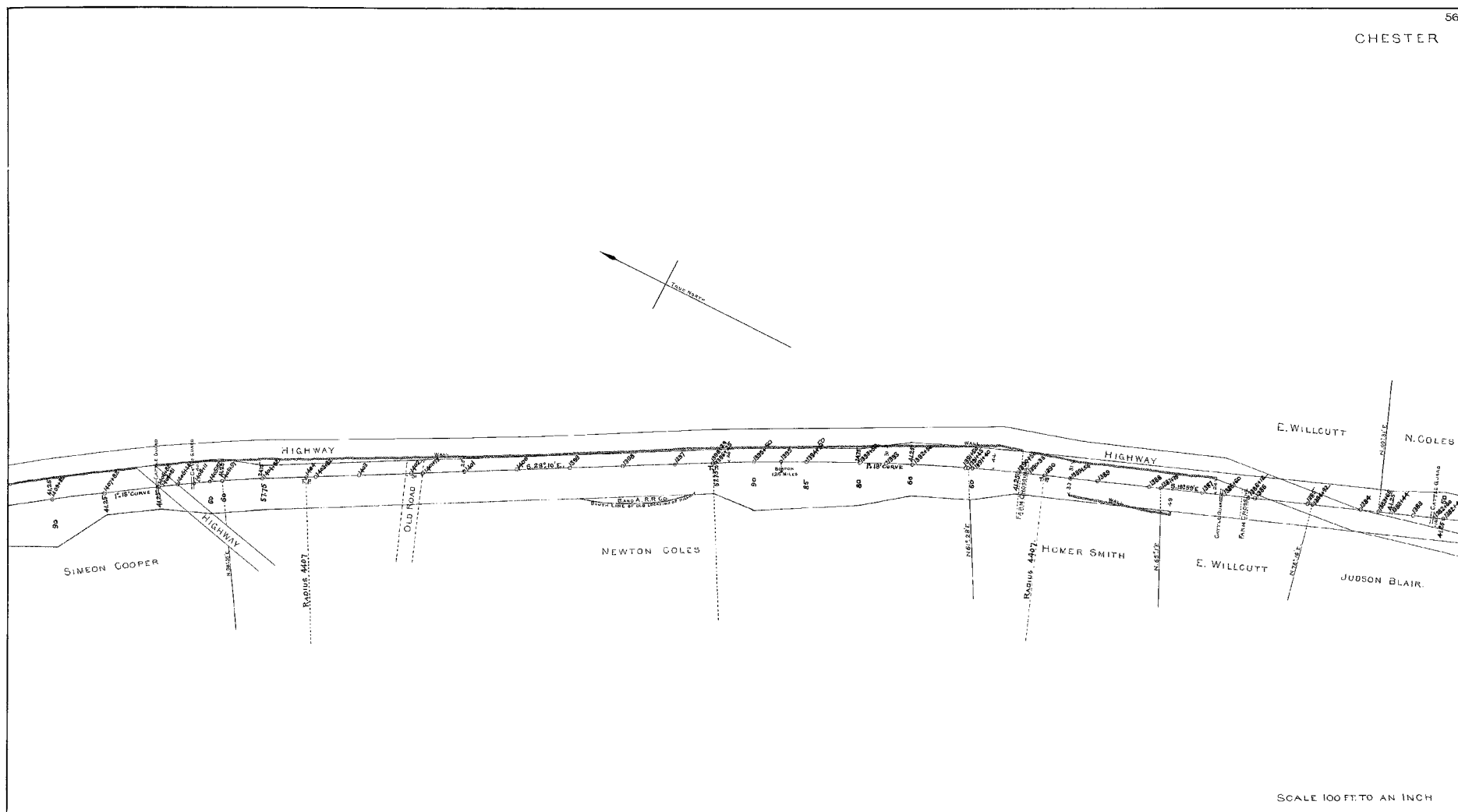
Coles, N

***Stations*** 1408+82-13

### ***Landmarks located on Plan***

Farm Crossing







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Chester

### **Roads located on Plan**

Hgy

**Stations**    1436-1408+

### **Landmarks located on Plan**

Westfield River

Private Way

### **Abutter Names located on Plan**

Lucas,Herman S

Glynn,William

Haskins,Milo

Hailey,Maxwell

Crocker,Frederick

Howe,George

Lucas,Herman S

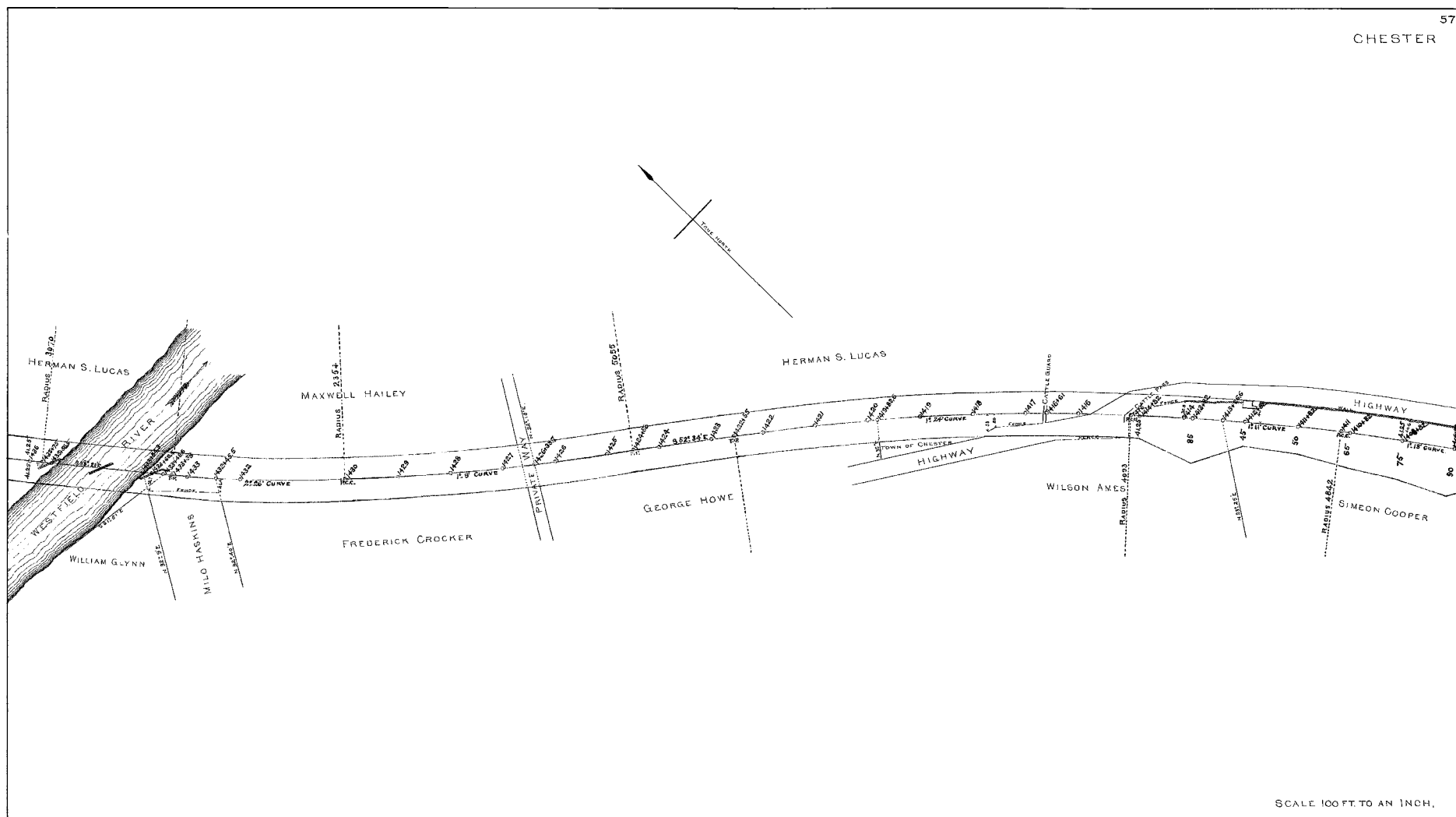
Chester Town

Ames,Wilson

Cooper,Simeon









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### **Towns located on Plan**

Chester

### **Roads located on Plan**

Hgy

St

**Stations** 14664+21-1

### **Landmarks located on Plan**

Westfield River

(River St)

Covered Culvert

(Main St)

### **Abutter Names located on Plan**

Knox, Charles W

Poor, Margaret

Hart, Edward

Bristol, John

Dibbles, Emerson

Lucas, Herman S

Dandurano, Theodore

Bartlett, Augustine

Boston & Albany RR Co

Stewart, Ansel

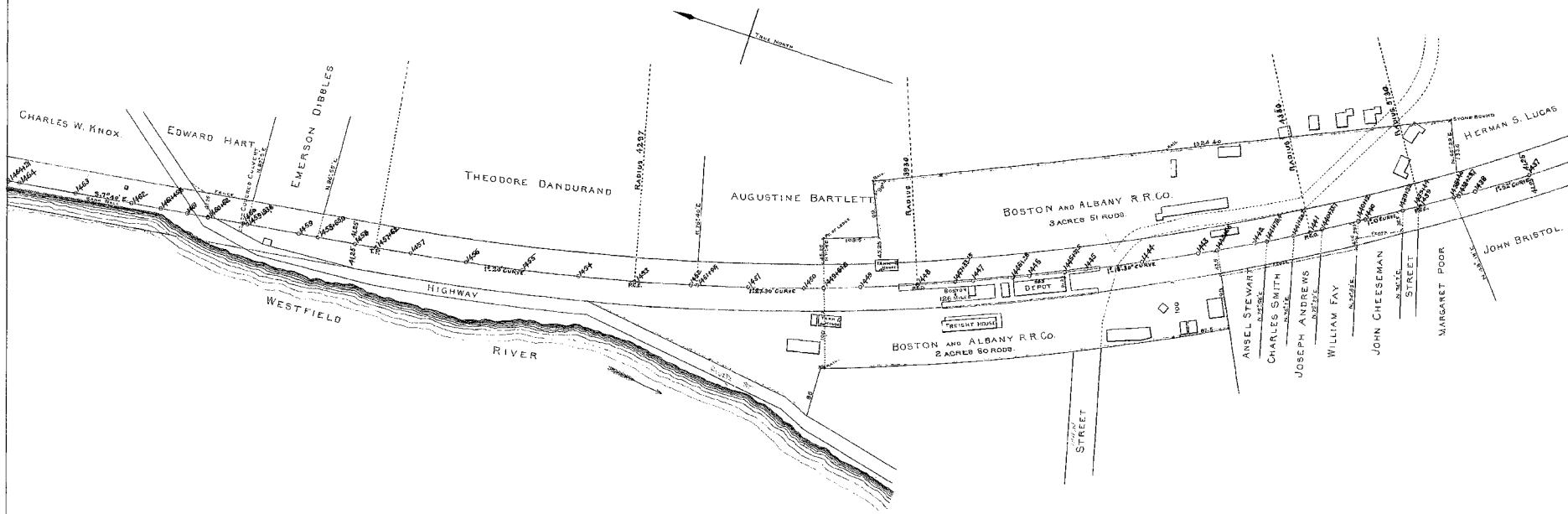
Smith, Charles

Andrews, Joseph

Fay, William

Cheeseman, John







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### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Nolan, Gregory

Boston & Albany RR Co

Knox, Charles W

Wright & Keefe

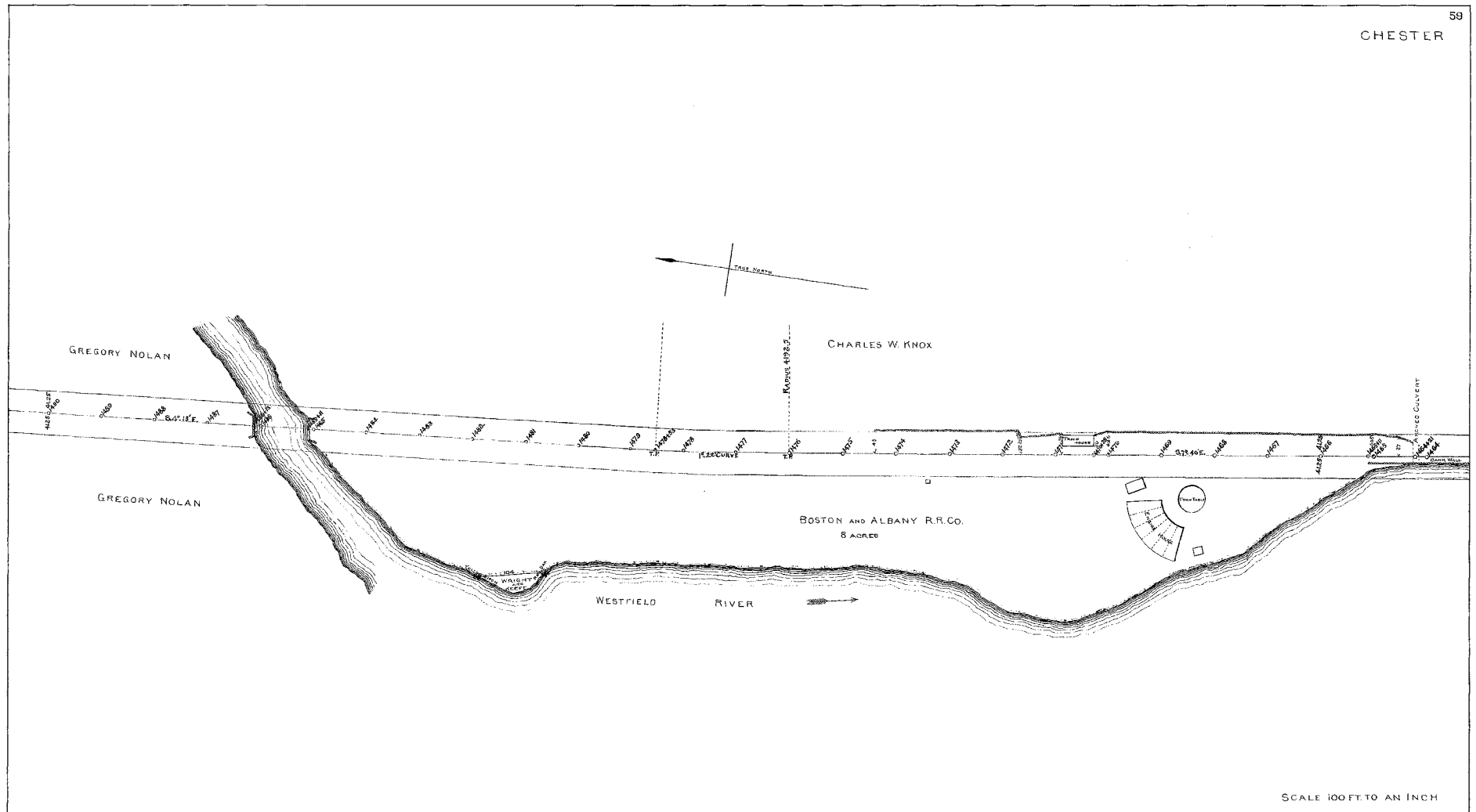
***Stations*** 1490-1464

### ***Landmarks located on Plan***

Westfield River

Arched Culvert







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### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

Hgy

### ***Abutter Names located on Plan***

Nolan, Gregory

Snow, Major

Nolan, Gregory

***Stations*** 1517-1490

### ***Landmarks located on Plan***





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### ***Page***

65

### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

Hgy

***Stations*** 1544-1517

### ***Landmarks located on Plan***

Farm Crossing

Westfield River

Covered Culvert

### ***Abutter Names located on Plan***

Lucas, Herman S

Dewey, F

Childs, Frank J

Dewey, Frank

Boston & Albany RR Co

Otis, Loring

Tinker, William

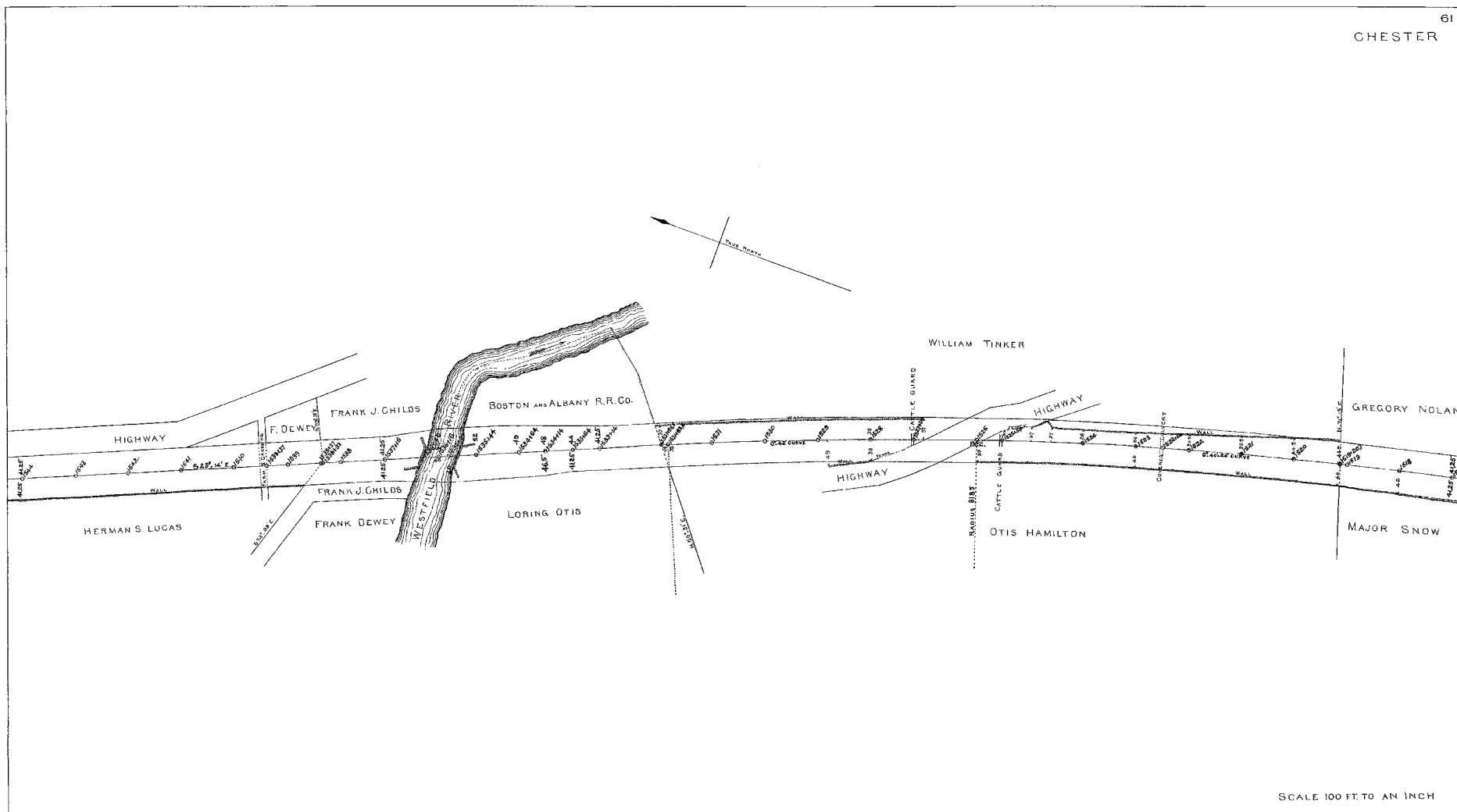
Hamilton, Otis

Nolan, Gregory

Snow, Major









## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co West Of Conn River

### ***Date Recorded***

10/11/1883

### ***Sheet***

1

### ***Page***

66

### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

Hgy

### ***Abutter Names located on Plan***

Melvin, Jonathan

Lucas, Herman S

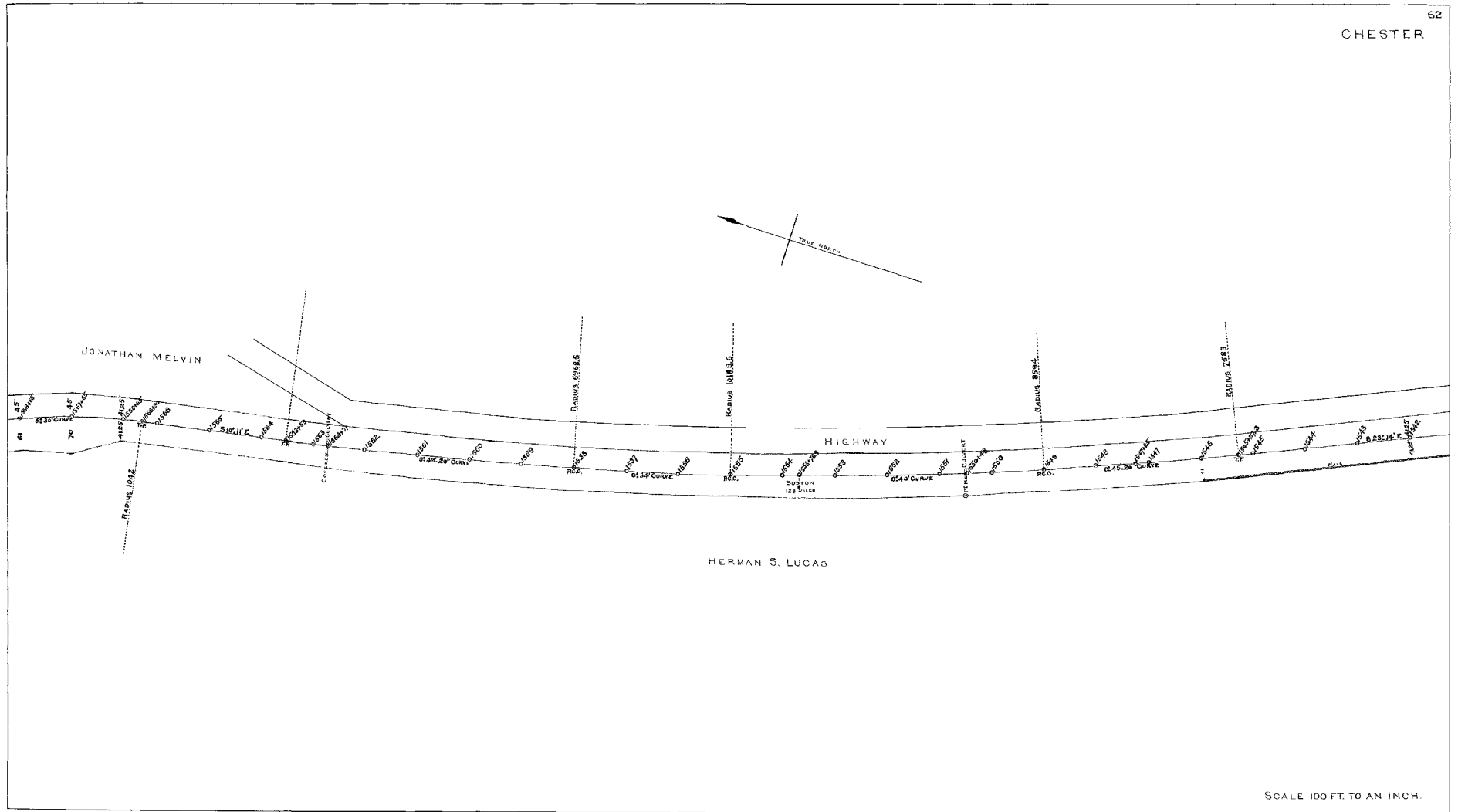
***Stations*** 1568+65-15

### ***Landmarks located on Plan***

Covered Culvert

Open Culvert







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co West Of Conn River

### ***Date Recorded***   ***Sheet***   ***Page***

10/11/1883   1   67

### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

West Woolen Co

Rogers, James

Melvin, Jonathon

Lucas, Herman S

***Stations***   1584+65-15

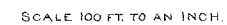
### ***Landmarks located on Plan***

Hampshire/Hampden Line

Farm Crossing

Westfield River







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

10/28/1912   2   1

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page



## DESCRIPTION

In accordance with the provisions of Chapter 463 of the Acts of 1906 of the Commonwealth of Massachusetts as amended by Chapter 725 of the Acts of 1912, The Boston and Albany Railroad Company files a new location of a portion of its railroad in that part of the City of Springfield and County of Hampden in said Commonwealth, known as Athol Junction, for the purpose of improving the alignment thereof, as shown on the accompanying plans.

The base line of said new location is described as follows:-

Beginning at an iron rail imbedded in the ground at Station 710+94.30, on the base line of the location of The Springfield, Athol and Northeastern Railroad, now the Athol Branch of the Boston and Albany Railroad, the base line of said new location shall run southwesterly by a line curving to the left with a radius of five thousand and seven hundred and twenty-nine and sixty-five hundredths ( $5729\frac{65}{100}$ ) feet, one thousand four hundred and two and thirty-nine hundredths ( $1402\frac{39}{100}$ ) feet, to an iron rail imbedded in the ground at Station 724+96.69; thence South  $38^{\circ}05'$  West (magnetic course) two thousand and ninety-five and thirty-three hundredths ( $2095\frac{33}{100}$ ) feet, to an iron rail imbedded in the ground at Station 745+92.02; thence southwesterly by a line curving to the right with a radius of one thousand five hundred and six and nineteen hundredths ( $1506\frac{19}{100}$ ) feet, one hundred

Commonwealth of Massachusetts,  
Hampden, ss.  
Clerk's Office of the County Commissioners.  
Filed October 28, 1912.  
Attest: Robert O. Morris Clerk.

and eighty-eight and nineteen hundredths ( $188\frac{19}{100}$ ) feet, to an iron rail imbedded in the ground at Station 747+80.21 on the northerly side line of land of the Boston and Albany Railroad Company.

The additional land taken for said new location is bounded and described as follows:-

Beginning at an iron rail imbedded in the ground on the southeasterly side line of the said location of the Springfield, Athol and Northeastern Railroad, at a point distant thirty-three (33) feet south-easterly from the base line of said location measured at right angles thereto at Station 710+94.30 on said base line; thence running southwesterly by a line drawn parallel with and distant thirty-three (33) feet southeasterly from the base line of said new location, three thousand six hundred and thirty-five and eleven hundredths ( $3635\frac{11}{100}$ ) feet, to an iron rail imbedded in the ground on the northerly side line of land of the Boston and Albany Railroad Company; thence running westerly by the said northerly side line of the said land of the Boston and Albany Railroad Company, one hundred and fifteen and eighty-five hundredths ( $115\frac{85}{100}$ ) feet, to an iron rail imbedded in the ground; thence running north-easterly by a line drawn parallel with and distant thirty-three (33) feet northwesterly from said base line of said new location, two thousand three hundred and twenty-eight and six hundredths ( $2328\frac{6}{100}$ ) feet, to a point opposite Station 724+96.69 on the base line of said new location; thence continuing in the same direction four hundred and

## SPRINGFIELD

thirty-six and twenty-one hundredths ( $436\frac{21}{100}$ ) feet, to an iron rail imbedded in the ground on the said southeasterly side line of the said location of the Springfield, Athol and Northeastern Railroad, at a point distant thirty-three (33) feet south-easterly from the base line of said location measured at right angles thereto; thence running north-easterly by the said southeasterly side line of the location of said Springfield, Athol and Northeastern Railroad, nine hundred and seventy-two and ninety hundredths ( $972\frac{90}{100}$ ) feet, to the place of beginning.

The courses shown upon the plans are magnetic courses.

|                          |  |
|--------------------------|--|
| <u>C. S. Sargent</u>     | } Directors<br>of the<br>Boston and Albany<br>Railroad Company |
| <u>Alfred B. Barker</u>  |  |
| <u>Frank E. Webster</u>  |  |
| <u>James A. Shaw</u>     |  |
| <u>Lawrence H. Davis</u> |  |
| <u>Reginald Foster</u>   |  |

Boston, August 27-1912.

I hereby certify that this record of location and plan is prepared in conformity with the rules prescribed by the Board of Railroad Commissioners, under Sections 78 and 81, Part II, Chapter 463, Acts of 1906

Walter B. Clark  
Clerk of Board of Railroad Commissioners

*Attest* Charles E. Mann  
Clerk of the Board of Railroad Commissioners  
Boston, October 21, 1912  
A true copy of the location filed with the Board of Railroad Commissioners August 29 1912



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***

10/28/1912

### ***Shelf***

2

### ***Page***

2

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Bradley, Adoniram

Athol Branch B & A RR

Springfield Crude Oil Engine Co

Sackett, James C

King, TE

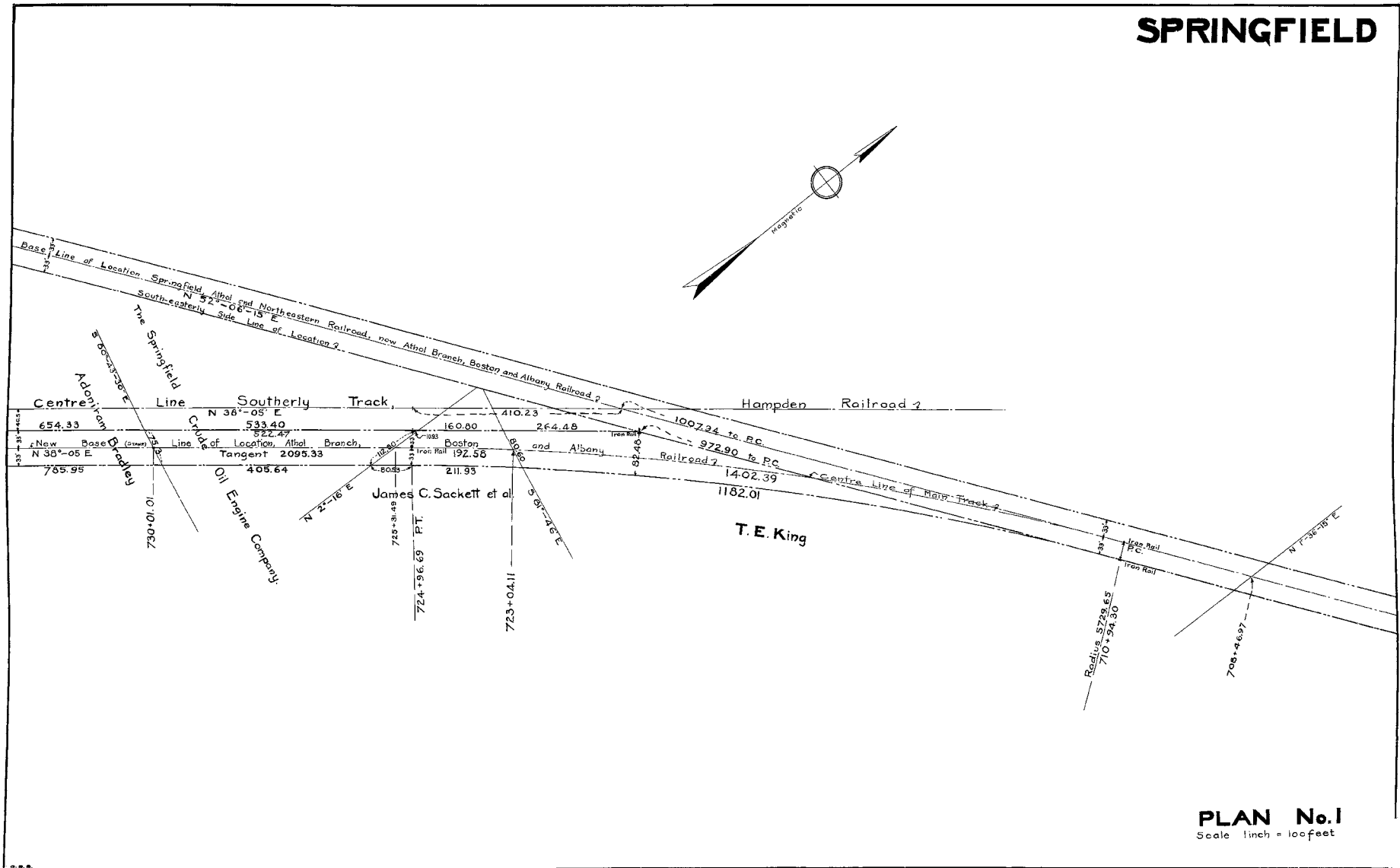
### ***Landmarks located on Plan***

FKA Springfield Athol & Northeastern  
RR

### ***Stations***



# SPRINGFIELD





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***

10/28/1912

### ***Shelf***

2

### ***Page***

3

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Gillett, Ralph D

Shaw, Charles R

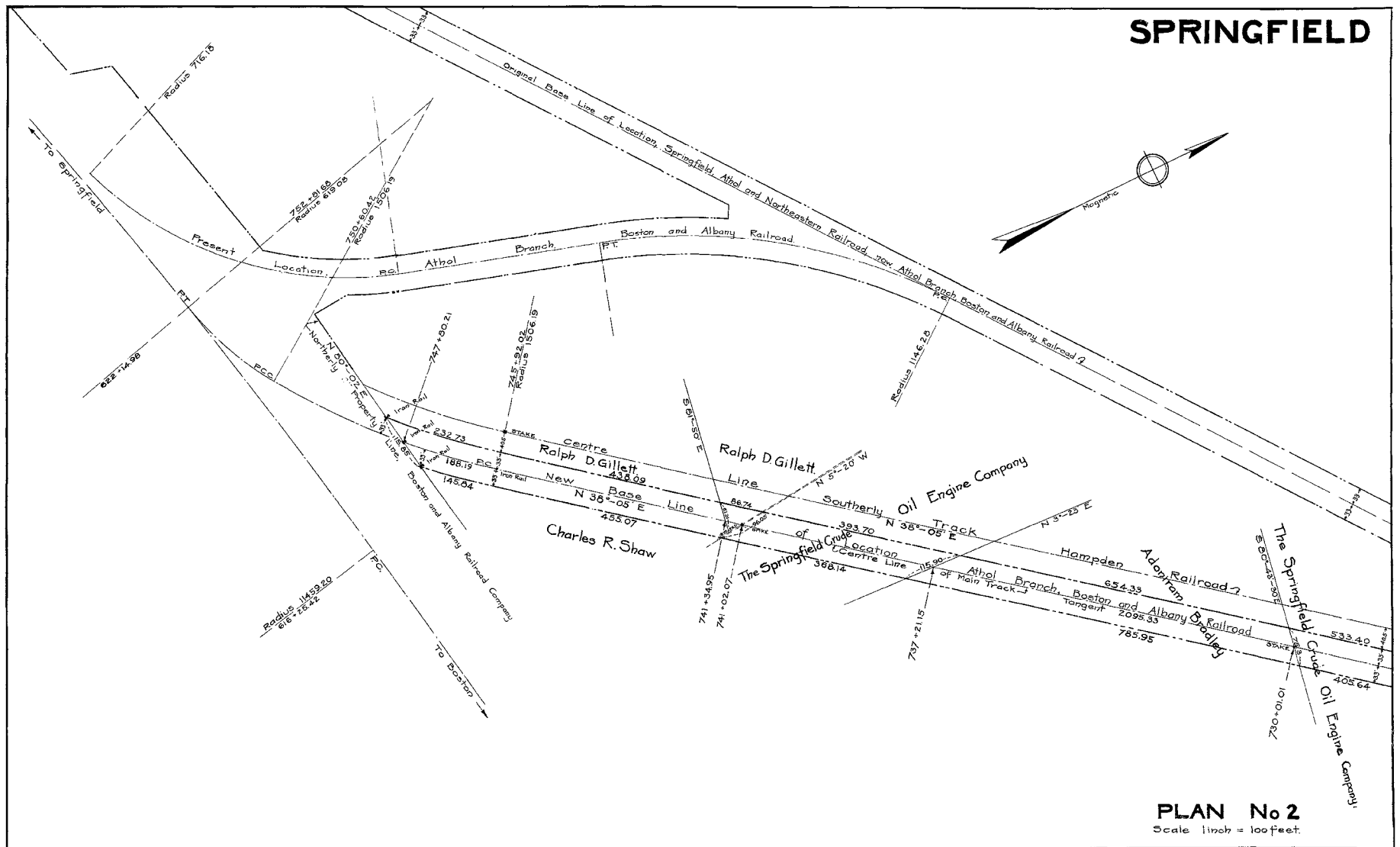
Springfield Cruder Oil Engine Co

Bradley, Adoniram

### ***Landmarks located on Plan***

### ***Stations***

## A diagram of a magnetic needle, which is a long, thin, tapered object with a circular scale in the middle. The word "Magnetic" is written along the needle's body. The circular scale has a crosshair design, and the needle is shown pointing towards the upper right.





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

10/28/1912      2      4

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

Park St

Breckenridge St

Tenney Rd

Old Palmer & Brimfield

### ***Abutter Names located on Plan***

Boston & Albany RR Co

Brainerd, Jennie E

Brainerd, Jennie E

Brainerd, Jennie E

### ***Stations***

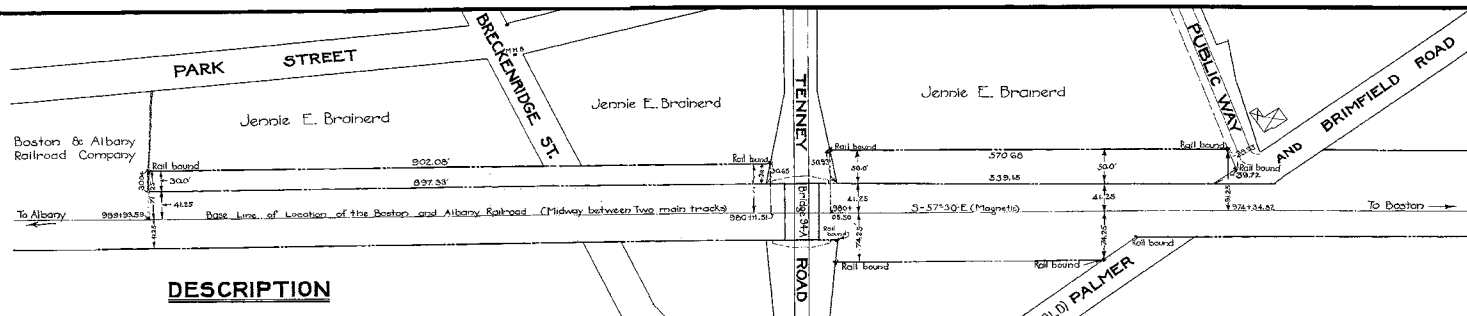
### ***Landmarks located on Plan***

Description Page

Bridge 94-A

Public Way





### DESCRIPTION

In accordance with the provisions of Chapter 463 of the Acts of 1906 of the Commonwealth of Massachusetts, the Boston and Albany Railroad Company files a location of additional land taken for the purpose of making and securing its railroad and for one or more new tracks adjacent to other land occupied by it by a track or tracks already in use, in the Town of Palmer, County of Hampden, and Commonwealth of Massachusetts, as shown on the accompanying plan.

The land so taken consists of two parcels bounded and described as follows:

Parcel 1. Beginning at the intersection of the northerly side line of the location of the Boston and Albany Railroad with the westerly line of a public way commonly known as Tenney Road; thence running westwardly along the said northerly side line of said location about eight hundred and ninety-seven and thirty-three hundredths (897<sup>33</sup>/<sub>100</sub>) feet to a corner on the dividing line between land of Jennie E. Brainerd and land of said Railroad Company; thence turning and running northwardly by said dividing line about thirty and four hundredths (30<sup>4</sup>/<sub>100</sub>) feet to an iron rail imbedded in the ground at a point distant seventy-one and twenty-five hundredths (71<sup>25</sup>/<sub>100</sub>) feet northerly from the base line of said location, measured at right angles thereto at Station 989+93.59; thence turning and running eastwardly over land of said Brainerd by a line drawn parallel with and distant seventy-one and twenty-five hundredths (71<sup>25</sup>/<sub>100</sub>) feet northerly from said base line about nine hundred and two and eight hundredths (902<sup>8</sup>/<sub>100</sub>) feet to an iron rail imbedded in the ground at a point on the said westerly line of said Tenney Road opposite Station 980+91.51; thence turning and running southwestwardly by said westerly line of said Tenney Road about thirty and sixty-five hundredths (30<sup>65</sup>/<sub>100</sub>) feet to the place of beginning.

Parcel 2. Beginning at the intersection of the said northerly side line of the location of the Boston and Albany Railroad with the easterly line of said public way known as Tenney Road; thence running eastwardly along the said northerly side line of said location about five hundred and thirty-nine and fifteen hundredths (539<sup>15</sup>/<sub>100</sub>) feet to the northwesterly line of the old Palmer and Brimfield Road; thence turning and running northeastwardly by the said northwesterly line of said Palmer and Brimfield Road about thirty-nine and seventy-two hundredths (39<sup>72</sup>/<sub>100</sub>) feet to an iron rail imbedded in the ground on the westerly line of a public way leading from Park Street to said Palmer and Brimfield Road; thence turning and running northwardly by the said westerly line of said public way about twenty-eight and ninety-three hundredths (28<sup>93</sup>/<sub>100</sub>) feet to an iron rail imbedded in the ground at a point distant ninety-one and twenty-five hundredths (91<sup>25</sup>/<sub>100</sub>) feet northerly from the base line of said location measured at right angles thereto at Station 974+34.82; thence turning and running westwardly over land of said Brainerd by a line drawn parallel with and distant ninety-one and twenty-five hundredths (91<sup>25</sup>/<sub>100</sub>) feet northerly from said base line about five hundred and seventy and sixty-eight hundredths (570<sup>68</sup>/<sub>100</sub>) feet to an iron rail imbedded in the ground at a point on the said easterly line of said Tenney Road opposite Station 980+05.50; thence turning and running southwardly by the said easterly line of said Tenney Road about fifty and ninety-three hundredths (50<sup>93</sup>/<sub>100</sub>) feet to the place of beginning.

The course shown on the accompanying plan is a magnetic course.

Scale: 1 in. = 100 ft.

*Robert A. Adams*  
*Robert A. Adams*  
*Robert A. Adams*  
*Robert A. Adams*  
*Robert A. Adams*

DIRECTORS OF THE  
BOSTON & ALBANY  
RAILROAD COMPANY

Commonwealth of Massachusetts,  
Hampden, ss.  
Clerk's Office of the County Commissioners.  
Filed June 5, 1914:  
Attest:

*Robert A. Adams* Clerk.

Boston, May 29, 1914:  
I hereby certify that this record of location and plan is prepared in conformity with the rules prescribed by the Board of Railroad Commissioners under Sections 78 and 81, Part II, Chapter 463 Acts of 1906

*Andrew A. Highlands*  
Secretary of the Public Service Commission.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***

9/30/1913

### ***Sheet***

2

### ***Page***

5

***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page

Signature Page

## DESCRIPTION

In accordance with the provisions of Chapter 463 of the Acts of the Commonwealth of Massachusetts of 1906, The Boston and Albany Railroad Company hereby files a location on land purchased by it since November 3, 1913, for railroad purposes in the County of Hampden in said Commonwealth, as shown on the accompanying plan.

The land so located upon consists of two parcels bounded and described as follows:-

The first parcel is situated in the Town of Palmer and is bounded as follows:-

Beginning at an iron rail imbedded in the ground at a point on the dividing-line between land of Thomas J. Chalk and land of the New England Metal Culvert Company distant seventy-four and twenty-five hundredths ( $74\frac{25}{100}$ ) feet southerly from the base line of the location of the Boston and Albany Railroad measured at right angles thereto at Station 973+27.49; thence running eastwardly by a line drawn parallel with and distant seventy-four and twenty-five hundredths ( $74\frac{25}{100}$ ) feet southerly from said base line about five hundred and forty-one and seventy-six hundredths ( $541\frac{76}{100}$ ) feet to an iron rail imbedded in the ground on the dividing-line between land of the said Chalk and land of the said Boston and Albany Railroad Company opposite Station 967+85.73 on said base line; thence running northwestwardly by land of said Railroad Company about one hundred and eighteen and ninety-four hundredths ( $118\frac{94}{100}$ ) feet to a corner; thence running westwardly by land of said Railroad Company about four hundred and twenty-seven and forty-nine hundredths ( $427\frac{49}{100}$ ) feet to land of the said New England Metal Culvert Company; thence turning and running southwardly by said land of said Metal Culvert Company about thirty-three (33) feet to the place of beginning.

The second parcel is situated in the Town of West Springfield and is bounded as follows:-

Beginning at a stone monument set in the ground on the southerly side line of Worthy Avenue distant two hundred and twenty-nine (229) feet northerly from the base line of the location of the Boston and Albany Railroad measured at right angles thereto at Station 114+47; thence running northeastwardly by the said southerly side line of said Worthy Avenue about one hundred and thirty-seven and twenty-four hundredths ( $137\frac{24}{100}$ ) feet to a stone monument set in the ground distant two hundred and eighty-five and seventy-seven hundredths ( $285\frac{77}{100}$ ) feet northerly from said base line measured at right angles thereto at Station 113+32.49; thence deflecting  $30^{\circ}07'45''$  to the right and running southeastwardly about two hundred and fifteen and eighty-one hundredths ( $215\frac{81}{100}$ ) feet to a stone monument set in the ground distant two hundred and seventy-one

and seven hundredths ( $271\frac{7}{100}$ ) feet northerly from said base line measured at right angles thereto at Station 111+20.52; thence deflecting  $9^{\circ}27'15''$  to the right and running southeastwardly about one hundred and twenty-five and thirty-two hundredths ( $125\frac{32}{100}$ ) feet to a stone monument set in the ground on the northwesterly side of Plateau Avenue, distant two hundred and forty-two and twenty-four hundredths ( $242\frac{24}{100}$ ) feet northerly from said base line measured at right angles thereto at Station 109+98.56; thence deflecting  $89^{\circ}45'$  to the right and running southwestwardly forty-seven (47) feet to an iron rail imbedded in the ground on the dividing-line between land of said Railroad Company and land formerly of Frank L. Worthy, now of said Railroad Company, distant one hundred and ninety-six and forty-five hundredths ( $196\frac{45}{100}$ ) feet northerly from said base line measured at right angles thereto at Station 110+09.17; thence turning and running westwardly by said dividing-line about four hundred and fifty and seventy-one hundredths ( $450\frac{71}{100}$ ) feet to the place of beginning.

|                              |   |
|------------------------------|---|
| <u>Charles S. Sequest</u>    | } DIRECTORS OF THE<br>BOSTON & ALBANY<br>RAILROAD COMPANY |
| <u>Robert H. Gardner</u>     |   |
| <u>James J. [unclear]</u>    |   |
| <u>Wm. P. Ballou</u>         |   |
| <u>Reginald F. [unclear]</u> |   |
| <u>Charles [unclear]</u>     |   |
| <u>Livingston Davis</u>      |   |
| <u>Frank E. Nichols</u>      |   |

Boston, Sept. 30, 1914.

I hereby certify that this record of location and plan is prepared in conformity with the rules prescribed by the Board of Railroad Commissioners, under Sections 75, 78 and 81, Part II, Chapter 463, Acts of 1906.

Andrew A. Hipland

Secretary of the Public Service Commission

Commonwealth of Massachusetts

Hampden, ss:

Clark's Office of the County Commissioners

Filed October 13, 1914.

Attest.

Robert O. Morrill



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

09/30/1913   2   6

### ***Towns located on Plan***

Palmer  
West Springfield

### ***Roads located on Plan***

Old Tenney Road  
Worthy Ave  
Plateau Ave  
Park Street

### ***Abutter Names located on Plan***

New England Metal Culvert Co.  
  
Chalk, Thomas J.  
  
Worthy, Frank L

***Stations***   973.249-96

### ***Landmarks located on Plan***

Base line of location  
Center Line of Main Track  
Lot 26  
To Boston







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

06/24/1915   2   7

### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page

Signature Page

## DESCRIPTION

## CHESTER

In accordance with the provisions of Chapter 463 of the Acts of 1906 of the Commonwealth of Massachusetts, and of Acts in amendment thereof and in addition thereto, the Boston and Albany Railroad Company hereby files a location of additional land taken for the purpose of making or securing its railroad or for one or more new tracks adjacent to other land occupied by it by a track or tracks already in use, in the Town of Chester, County of Hampden and Commonwealth of Massachusetts, as shown on the accompanying plan.

The land so taken consists of three parcels bounded and described as follows:

**PARCEL 1.** Beginning at a point on the southwesterly side line of the location of the Boston and Albany Railroad distant forty-one and twenty-five hundredths (41.25) feet southwesterly from the base line of said location measured at right angles thereto at Station 1378+50; thence running southwardly about one hundred and twenty-six and sixty-five hundredths (126.65) feet over land supposed to belong to Hannah Jalma to a point distant seventy-five (75) feet southwesterly from said base line measured at right angles thereto at Station 1377+30; thence running southeastwardly over land of said Jalma by a line drawn parallel with and distant seventy-five (75) feet southwesterly from said base line about three hundred and eighty-five (385) feet to the west branch of the Westfield River; thence turning and running northeastwardly by said river about forty-six (46) feet to the said southwesterly side line of said location; thence turning and running northwestwardly by said location to the place of beginning.

**PARCEL 2.** Beginning at a point on the said southwesterly side line of the location of the Boston and Albany Railroad distant sixty-two (62) feet southwesterly from the said base line of said location measured at right angles thereto at Station 1396+94; thence running southwardly over land supposed to belong to Jennie E. Cooper about one hundred and nine (109) feet to a point distant one hundred and twenty (120) feet southwesterly from said base line measured at right angles thereto at Station 1396; thence running southeastwardly over said Cooper land by a line drawn parallel with and distant one hundred and twenty (120) feet southwesterly from said base line about two hundred and ninety-six and sixty-five hundredths (296.65) feet to a point opposite Station 1392+95 on said base line; thence running southeastwardly over said Cooper land and over land supposed to belong to Emma L. Piispanen about two hundred and forty-nine and eighty-four hundredths (249.84) feet to a point distant fifty-one and twenty-five hundredths (51.25) feet southwesterly from said base line measured at right angles thereto at Station 1390+50; thence running southeastwardly over land supposed to belong to said Emma L. Piispanen, land supposed to belong to William Piispanen, and land supposed to belong to Oscar Lehtinen by a line drawn parallel with and distant fifty-one and twenty-five hundredths (51.25) feet southwesterly from said base line about seven hundred and nineteen and forty-two hundredths (719.42) feet to the westerly line of the highway leading to Huntington and commonly known as Huntington Street; thence continuing southeastwardly across said Huntington Street by a line drawn parallel with and distant fifty-one and twenty-five hundredths (51.25) feet southwesterly from said base line about two hundred and seventy-five (275) feet to the easterly line of said Huntington Street; thence turning and running northwardly by the said easterly line of said Huntington Street about fifty-two (52) feet to the said southwesterly side line of the said location of the Boston and Albany Railroad; thence turning and running northwestwardly by said location to the place of beginning.

**PARCEL 3.** Beginning at a point on the said southwesterly side line of the location of the Boston and Albany Railroad distant eighty-five (85) feet southwesterly from the said base line of said location measured at right angles thereto at Station 1413+82; thence running southeastwardly over land now or formerly belonging to the Ashland Emery and Corundum Company and over land supposed to belong to Hattie B. Cooper about two hundred and eighty-two and sixty-eight hundredths (282.68) feet to a point distant one hundred and fifty (150) feet southwesterly from said base line measured at right angles thereto at Station 1411; thence running southeastwardly over land supposed to belong to said Hattie B. Cooper about two hundred and ten and sixty-nine hundredths (210.69) feet to a point distant one hundred and forty-six (146) feet southwesterly from said base line measured at right angles thereto at Station 1408+82; thence running southeastwardly over land supposed to belong to said Hattie B. Cooper about one hundred and forty and twelve hundredths (140.12) feet to a point distant seventy-two (72) feet southwesterly from said base line measured at right angles thereto at Station 1407+60; thence running southeastwardly over land supposed to belong to said Hattie B. Cooper by a line drawn parallel with and distant seventy-two (72) feet from said base line about one hundred and thirteen (113) feet to the State Highway; thence turning and running northwardly by said State Highway about forty (40) feet to the said southwesterly side line of said location of the Boston and Albany Railroad; thence turning and running northwestwardly by said southwesterly side line of said location to a point opposite Station 1409+82 on said base line at land of the Chester and Becket Railroad Company; thence running southwestwardly by a line drawn at right angles to said southwesterly side line of said location of the Boston and Albany Railroad, by land of the said Chester and Becket Railroad Company, sixteen and fifty hundredths (16.50) feet; thence running northwestwardly by said land of the said Chester and Becket Railroad Company to the place of beginning.

*L. S. Fitzgerald*  
*Hubert D. Smith*  
*A. J. Bullock*  
*Reginald F. Smith*  
*Robert H. G. and line*  
*Livingston Davis*

**DIRECTORS OF THE  
BOSTON & ALBANY  
RAILROAD COMPANY**

Boston, June 29, 1915.

I hereby certify that this record of location and plan is prepared in conformity with the rules prescribed by the Board of Railroad Commissioners under sections 78 and 81, Part II Chapter 463, Acts of 1906.

*Alaun P. Smith*  
Attest, Secretary of Public Service Commission

*Commonwealth of Massachusetts*  
Hampden ss:  
Clerk's Office of the County Commissioners  
Filed July 25, 1915;  
Attest.

*Robert O. Morris Bullock*



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

06/24/1915   2   8

### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

Huntington St

Round Hill

### ***Abutter Names located on Plan***

Cooper, Jennie E

Piispanen, Emma L.

Lehtinen, Oscar

Jaimo, Hannah

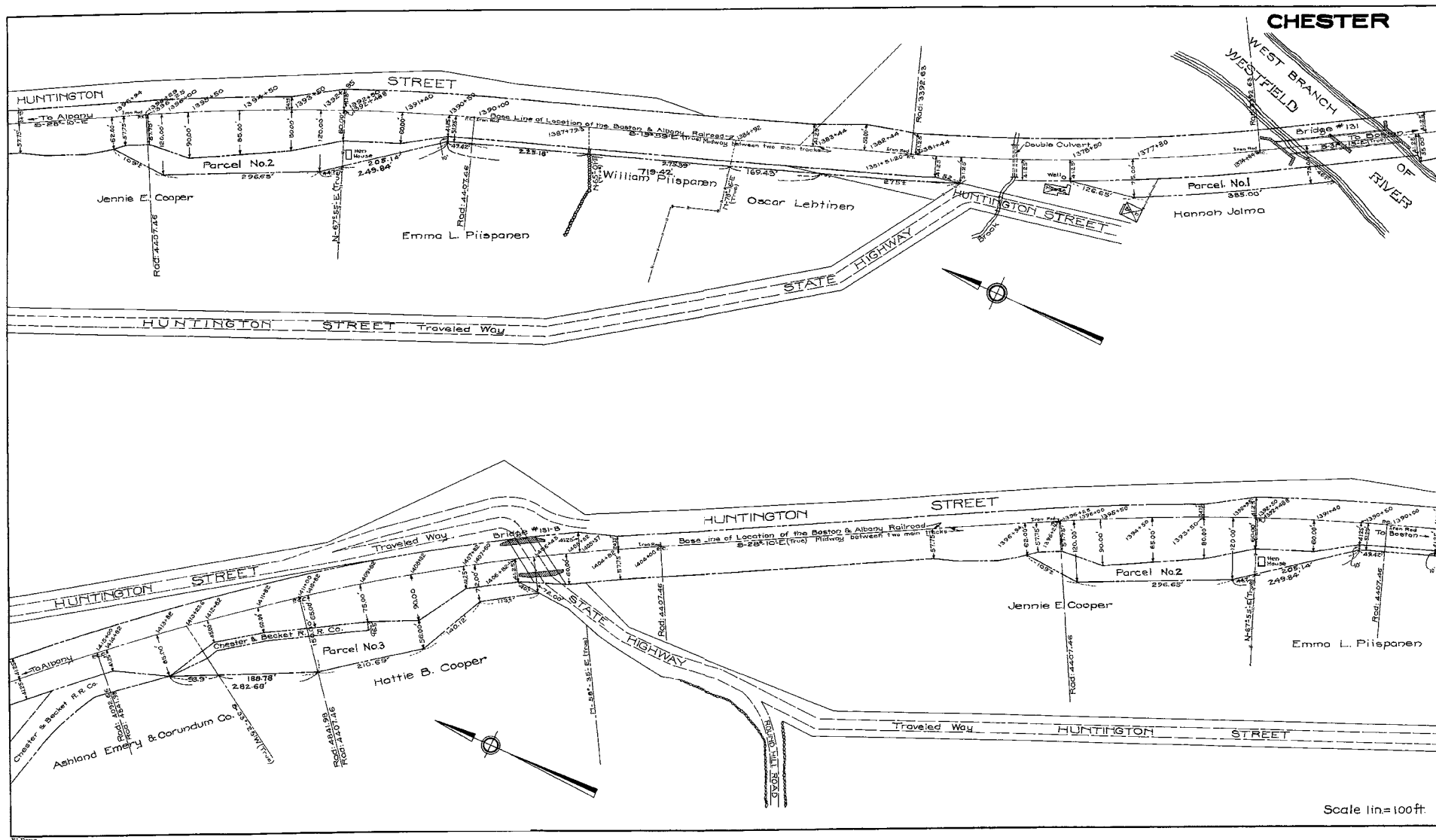
Ashland Emery & Corundum Co.

Cooper, Hattie B

***Stations***   1396.94-13   1415+100-1

### ***Landmarks located on Plan***

|                               |               |
|-------------------------------|---------------|
| Parcel No. 2                  | Bridge #131   |
| State Highway                 | Bridge #131-B |
| Double Culvert                | Parcel No. 3  |
| Parcel No. 1                  | Parcel No. 2  |
| West Branch or Westfield Rive | Hen House     |
| Chester & Becket R.R. Co.     |               |





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***

07/09/1915

### ***Sheet***

2

### ***Page***

9

### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Smyth, Thomas

Brzeinsky, Joe

Banas, Andrew

Dunagan, Mary

Banas, Andrew

***Stations*** 468+74-47 454+00

### ***Landmarks located on Plan***

Westfield River

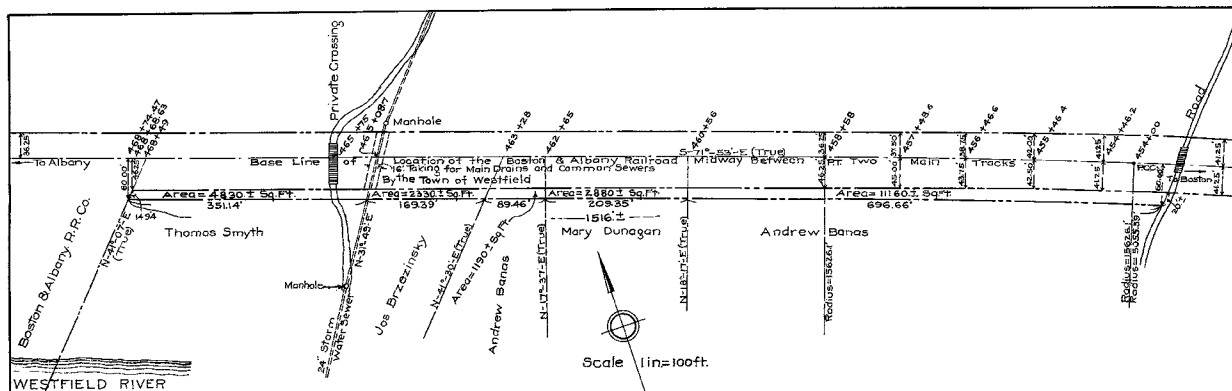
Boston & Albany R.R. Co.

Base Line

Private Crossing

Description

WESTFIELD



### DESCRIPTION

in accordance with the provisions of Chapter 463 of the Acts of 1906 of the Commonwealth of Massachusetts, and of Acts in amendment thereof and in addition thereto, the Boston and Albany Railroad Company hereby files a location of additional land taken for the purpose of making or securing its railroad or for one or more new tracks adjacent to other land occupied by it by a track or tracks already in use, in the Town of Westfield, County of Hampden and Commonwealth of Massachusetts, as shown on the accompanying plan.

The land so taken is bounded and described as follows:

Beginning at the intersection of the southwesterly side line of the location of the Boston and Albany Railroad with the dividing-line between land of Thomas Smyth and land of the Boston and Albany Railroad Company at a point distant forty-six and twenty-five hundredths ( $46\frac{25}{100}$ ) feet southwesterly from the base line of said location, measured at right angles thereto at Station 468+68.63; thence running southwestwardly by the said dividing-line about fourteen and ninety-four hundredths ( $14\frac{94}{100}$ ) feet to a point distant sixty (60) feet southwesterly from said base line, measured at right angles thereto at Station 468+74.47; thence turning and running southeastwardly over land supposed to belong to said Smyth, over land supposed to belong to Joseph Brzezinski, over land supposed to belong to Andrew Banas, over land supposed to belong to Mary Dunagan and over a second parcel of land supposed to belong to said Andrew Banas, by a line drawn parallel with and distant sixty (60) feet southwesterly from said base line about fifteen hundred and sixteen (1516) feet to the northwesterly side line of a road; thence turning and running northeastwardly by the said northwesterly side line of said road about twenty (20) feet to the said southwesterly side line of said location; thence turning and running north westwardly by said location to the place of beginning; subject to any right which the Town of Westfield may have to lay, make, repair and maintain man drains and common sewers within and beneath the surface of a strip of land sixteen (16) feet in width extending across the parcel hereinbefore described; and the private crossing now in use at or near Station 465+75 on the base line of location of the Railroad and marked upon the accompanying plan, is to be extended across the parcel hereinbefore described and those persons, if any there are, who now have the right to use the existing private crossing shall have the same rights in such extension as they now have in the old crossing.

*L.S. Gargant*  
*Andrew Banas*  
*Joseph Brzezinski*  
*Robert O. Morris*

DIRECTORS OF THE  
BOSTON & ALBANY  
RAILROAD COMPANY

Boston July 9 1915  
 I hereby certify that this record of location and plan is prepared  
 in conformity with the rules prescribed by the Board of Railroad  
 Commissioners, under Sections 78 and 81, Part II, Chapter 463 Acts of 1906

*Alfred Brooks*  
 Secretary of the Public Service Commission

Commonwealth of Massachusetts.

Hampden, ss:

Clerk's Office of the County Commissioners  
 Filed July 14, 1915.

Attest: *Robert O. Morris* Clerk.



## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Boston & Albany Railroad

### *Date Recorded*

06/29/1916

### *Sheet*

2

### *Page*

10

### *Towns located on Plan*

Westfield

### *Roads located on Plan*

### *Abutter Names located on Plan*

### *Stations*

### *Landmarks located on Plan*

Description Page



## DESCRIPTION

In accordance with the provisions of Chapter 463 of the Acts of 1906 of the Commonwealth of Massachusetts, and of Acts in amendment thereof and in addition thereto, the Boston and Albany Railroad Company hereby files a location of additional land taken for the purpose of making or securing its railroad, or for one or more new tracks adjacent to other land occupied by it by a track or tracks already in use, in the Town of Westfield, County of Hampden and Commonwealth of Massachusetts, as shown on the accompanying plan.

The land so taken is bounded and described as follows:

Beginning at the intersection of the northeasterly side line of the location of the Boston and Albany Railroad with the southeasterly side line of a road now or formerly known as Williams' Riding Way, at land supposed to belong to Homer Bush, at a point distant forty-one and twenty-five hundredths ( $41\frac{25}{100}$ ) feet northeasterly from the base line of said location measured at right angles thereto at Station 453+22; thence running northeasterly by the said southeasterly side line of said road about thirty-one ( $31$ ) feet to a point distant seventy ( $70$ ) feet northeasterly from the base line of said location measured at right angles thereto at Station 453+10; thence turning and running southeastwardly over land supposed to belong to said Bush, over land supposed to belong to the American Writing Paper Company and over land supposed to belong to Edmund Syriac, by a line drawn parallel with and distant seventy ( $70$ ) feet northeasterly from said base line about nineteen hundred and fourteen and thirty-six hundredths ( $1914\frac{36}{100}$ ) feet to a point opposite Station 434+23.45 on said base line; thence continuing in a southeasterly direction over said land supposed to belong to said Syriac about one hundred and two and twenty-one hundredths ( $102\frac{21}{100}$ ) feet to a point distant eighty ( $80$ ) feet northeasterly from said base line measured at right angles thereto at Station 433+23.45; thence continuing in a southeasterly direction over said land supposed to belong to said Syriac, over land supposed to belong to George F. Sibley and over land supposed to belong to Henry M. Van Deusen, by a line drawn parallel with and distant eighty ( $80$ ) feet northeasterly from said base line about seventeen hundred and nine and fifty-one hundredths ( $1709\frac{51}{100}$ ) feet to a point opposite Station 416+23.45 on said base line; thence turning at a right angle and running southwestwardly by said land supposed to belong to said Van Deusen thirty ( $30$ ) feet to the said northeasterly side line of said location; thence turning and running northwestwardly by said location to the place of beginning.

W. S. Sargent  
Chas. Bullock  
Reginald Stetson  
Charles W. Dean  
W. H. S. Sargent  
William E. Smith

DIRECTORS OF THE  
BOSTON & ALBANY  
RAILROAD COMPANY

Boston June 27, 1916

I hereby certify that this record of location and plan is prepared in conformity with the rules prescribed by the Board of Railroad Commissioners under sections 78 and 81, Part II Chapter 463 Acts of 1906

Alvan Brooks  
Asst. Secretary of the Public Service Commission.

Commonwealth of Massachusetts.

Hampden, ss:

Filed June 29, 1916.

Attest:

Robert O. Morris Clerk.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

06/29/1916   2   11

### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Syriac, Edmund

Sibley, George F.

Van Deusen, Henry M.

Bush, Homer

American Writing Paper Co.

***Stations***   433+43.45   416.23.45

### ***Landmarks located on Plan***

Bottom Line of Location   Area: 0.35 Acre

Area: 0.97 acre   Main Track No. 1

Area: 0.17 Acre   Main Track No. 2

Main Track #1

Area: 0.95 Acre

Area: 0.11 Acre

WESTFIELD

George F. Sibley

Henry M. Van Deusen

Edmund Syriac

American Writing Paper Co

Homer Bush

Scale: 1"=100'

Commonwealth of Massachusetts.  
Hampden, ss.  
Filed June 29, 1916.  
Attest: Robert Q. Morris Clerk.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

05/08/1916   2   12

### ***Towns located on Plan***

West Springfield

### ***Roads located on Plan***

Second St

Front St

Bridge St

### ***Abutter Names located on Plan***

American Writing Paper  
Company

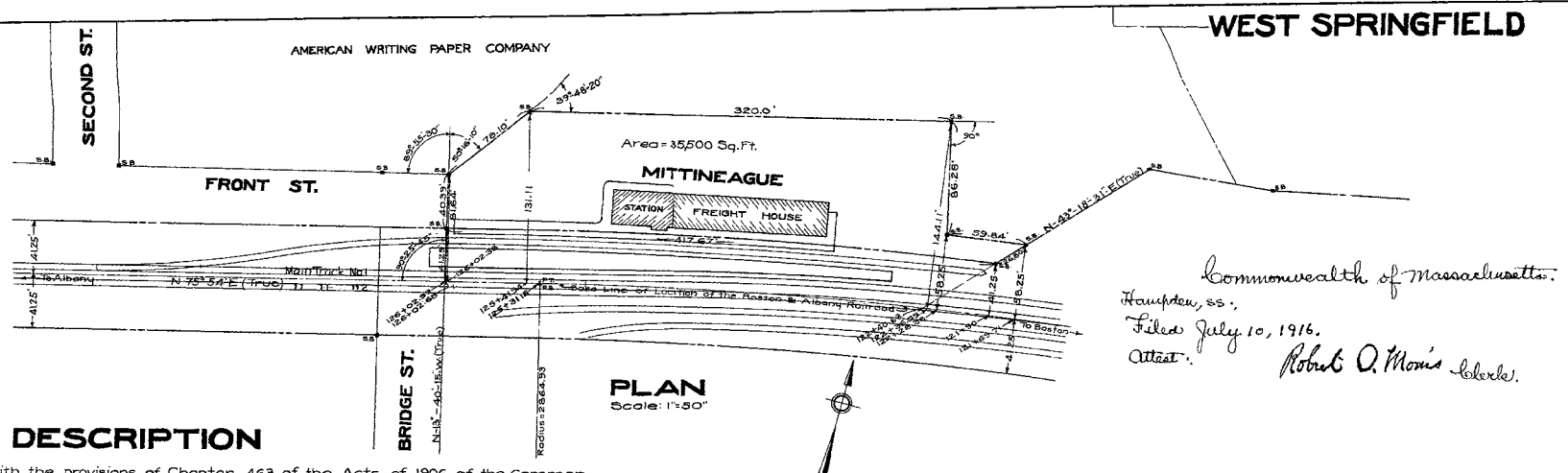
***Stations***   125+4194   121+69.71

### ***Landmarks located on Plan***

Description

Station

Freight House



## DESCRIPTION

In accordance with the provisions of Chapter 463 of the Acts of 1906 of the Commonwealth of Massachusetts, and of Acts in amendment thereof and in addition thereto The Boston and Albany Railroad Company hereby files a location on land purchased by it since September 13, 1915, for railroad purposes in the County of Hampden in said Commonwealth, as shown on the accompanying plan.

The land so located upon is situated in the village of Mittineague in the Town of West Springfield and is bounded as follows.

Beginning at a stone monument set in the ground at a point on the southerly line of Front Street and on the easterly line of Bridge Street distant forty-one and twenty-five hundredths ( $41\frac{25}{100}$ ) feet northerly from the base line of the location of the Boston and Albany Railroad measured at right angles thereto at Station 126+02.68; thence running northwardly by the said easterly line of said Bridge Street, extended northwardly about forty and thirty-nine hundredths ( $40\frac{39}{100}$ ) feet to a stone monument set in the ground on the northerly line of said Front Street distant eighty-one and sixty-four hundredths ( $81\frac{64}{100}$ ) feet northerly from the said base line of said location of the Boston and Albany Railroad measured at right angles thereto at Station 126+02.38; thence deflecting  $50^{\circ}16'10''$  to the right and running northeastwardly about seventy-eight and ten hundredths ( $78\frac{10}{100}$ ) feet to a stone monument set in the ground distant one hundred and thirty-one and eleven hundredths ( $131\frac{11}{100}$ ) feet northerly from said base line measured at right angles thereto at Station 125+41.94; thence deflecting  $39^{\circ}48'20''$  to the right and running eastwardly about three hundred and twenty ( $320$ ) feet to a stone monument set in the ground distant one hundred and forty-four and eleven hundredths ( $144\frac{11}{100}$ ) feet northerly from said base line measured at right angles thereto at Station 122+36.09; thence deflecting  $90^{\circ}$  to the right and running southwardly about eighty-six and twenty-eight hundredths ( $86\frac{28}{100}$ ) feet to a stone monument set in the ground distant fifty-eight and twenty-five hundredths ( $58\frac{25}{100}$ ) feet northerly from said base line measured at right angles thereto at Station 122+28.38; thence turning and running eastwardly by a straight line about fifty-nine and eighty-four hundredths ( $59\frac{84}{100}$ ) feet to a stone monument set in the ground on the dividing-line between land now or formerly of the American Writing Paper Company and land of said Boston and Albany Railroad Company distant fifty-eight and twenty-five hundredths ( $58\frac{25}{100}$ ) feet northerly from said base line measured at right angles thereto at Station 121+69.71; thence turning and running southwestwardly by land of said Railroad Company about twenty-six and eighty hundredths ( $26\frac{80}{100}$ ) feet to a stone monument set in the ground distant forty-one and twenty-five hundredths ( $41\frac{25}{100}$ ) feet northerly from said base line measured at right

angles thereto at Station 121+90; thence turning and running westwardly by land of said Railroad Company about four hundred and seventeen and sixty-seven hundredths ( $417\frac{67}{100}$ ) feet to the place of beginning.

*Charles C. Loring*  
*Robert H. Loring*  
*William Loring*  
*Frederick Loring*  
*James Loring*  
*Livingston Davis*

## DIRECTORS OF THE BOSTON & ALBANY RAILROAD COMPANY

Boston May 4, 1916.

I hereby certify that this record of location and plan is prepared in conformity with the rules prescribed by the Board of Railroad Commissioners, under Sections 75, 78 and 81, Part II, Chapter 463, Acts of 1906.

*Andrew B. Higginson*  
 Secretary of the Public Service Commission.

Commonwealth of Massachusetts.  
 Hampden, ss.  
 Filed July 10, 1916.  
 Attest: *Robert A. Morris* Clerk.



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Boston & Albany Railroad

### **Date Recorded**   **Sheet**   **Page**

05/08/1916   2   13

### **Towns located on Plan**

Springfield

### **Roads located on Plan**

Pasco Road  
Old Pasco Road  
Oak St  
Bexhill St  
Tavistock St  
Fieldston St

### **Abutter Names located on Plan**

Devon Realty Co  
  
Lanckton, Ellen C.  
  
Heydt, John  
  
Colwell, Harding H  
  
Rieutard, Charles E.  
  
Caton, Edward M.  
  
Goff, Grace E.  
  
Boston & Albany RR Co  
  
Lahey, Thomas (Heirs)  
  
Kilbride, Philip  
  
Kilbride, Thomas

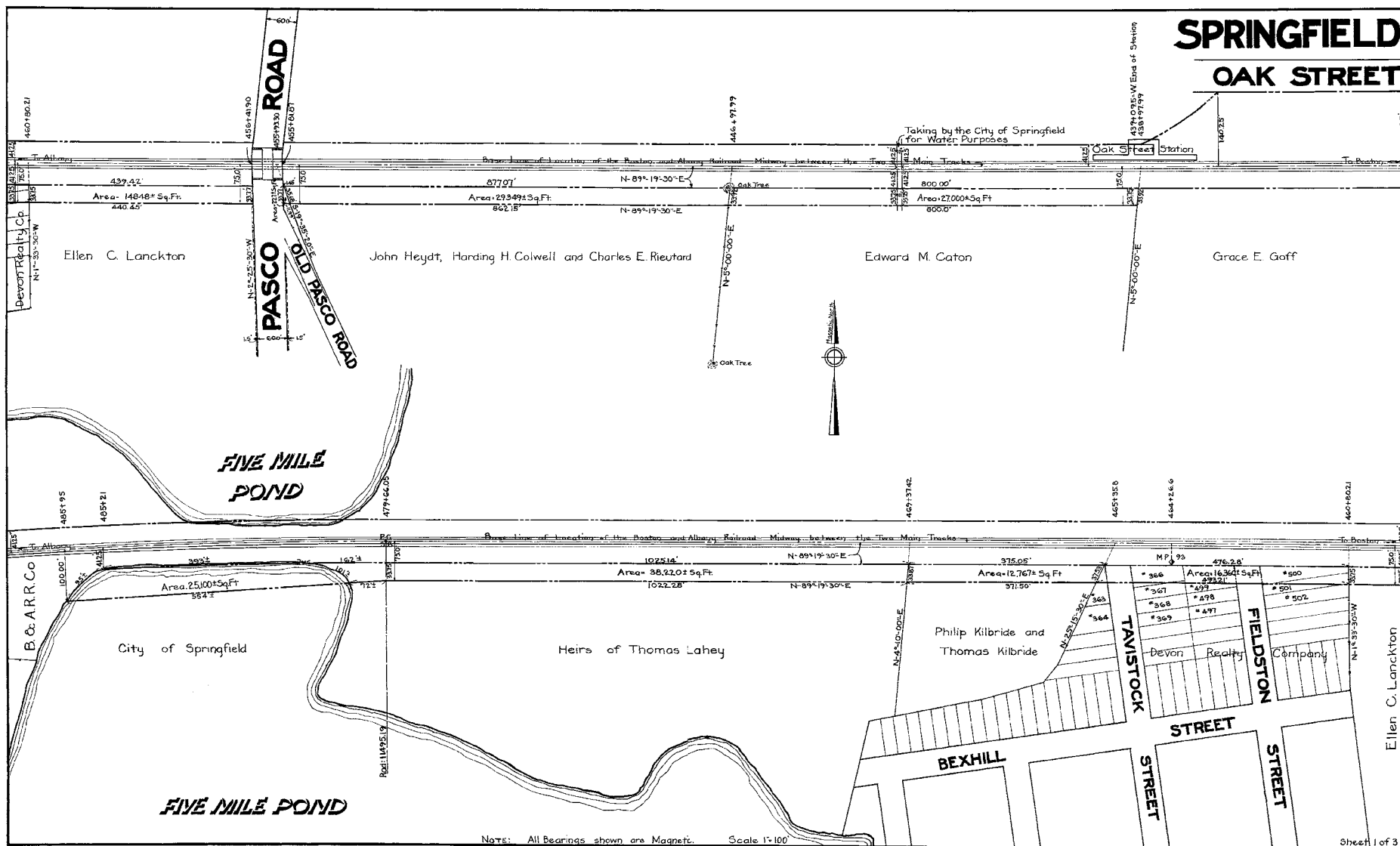
**Stations**   460+80.21   140.25   485+95   460+80.21

### **Landmarks located on Plan**

Five Mile Pond  
Taking by Springfield, Water P  
Main Track  
Oak Tree  
Sheet 1 of 3

# SPRINGFIELD

## OAK STREET





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

05/08/1916   2   14

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

Arey St

Cobb St

Berkshire Ave.

Bricket St

Cole St

Curtis St

***Stations***   530+95.42   485+21

### ***Landmarks located on Plan***

Trustee

Five Mile Pond

Sheet 2 of 3

### ***Abutter Names located on Plan***

Santamaria, Carmine

Towne, Charles L.

Woodworth, Elijah B.

Springfield (City of)

Boston & Albany RR Co.

W. H. Miner Chocolate Co.

Roesch, John A.

Roesch, Mary Ellen



**SPRINGFIELD**

Base line of Location of the Boston and Albany Railroad  
 Midway between the Two Main Tracks

Boston & Albany Railroad Co.

City of Springfield

**FIVE MILE POND**

AREY STREET  
 COBB STREET  
 BERKSHIRE AVE.  
 COLE STREET  
 BRICKET STREET  
 CURTIS STREET

Elijah B. Woodworth, Trustee

W. H. Miner Chocolate Company

Carmine Santamaria  
 Charles L. Towne

John A. and Mary Ellen Roesch  
 N 55° 58' 00" E

NOTE: All Bearings shown are Magnetic.  
 Scale 1"=100'

Sheet 2 of 3

Scale 1"=100'

Sheet 2 of 3



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Boston & Albany Railroad

### **Date Recorded    Sheet    Page**

05/08/1916    2    15

### **Towns located on Plan**

Springfield

### **Roads located on Plan**

Emily St

**Stations**    566+42.8    530+95.42

### **Landmarks located on Plan**

Sheet 3 of 3

Executor

### **Abutter Names located on Plan**

Fitzgerald, Patrick F.

King, William C.

Fitzgerald, Ellen A.

Roesch, John A.

Flagg, George F.

Roesch, Mary Ellen

Cadwell, Charles A.

W. H. Miner Chocolate  
Co.

Cramond, Mary G.

Fitzgerald, Nicholas R.

Roesch, Elizabeth M.

Bliss, Alexandar

Robinson, Rupert W.

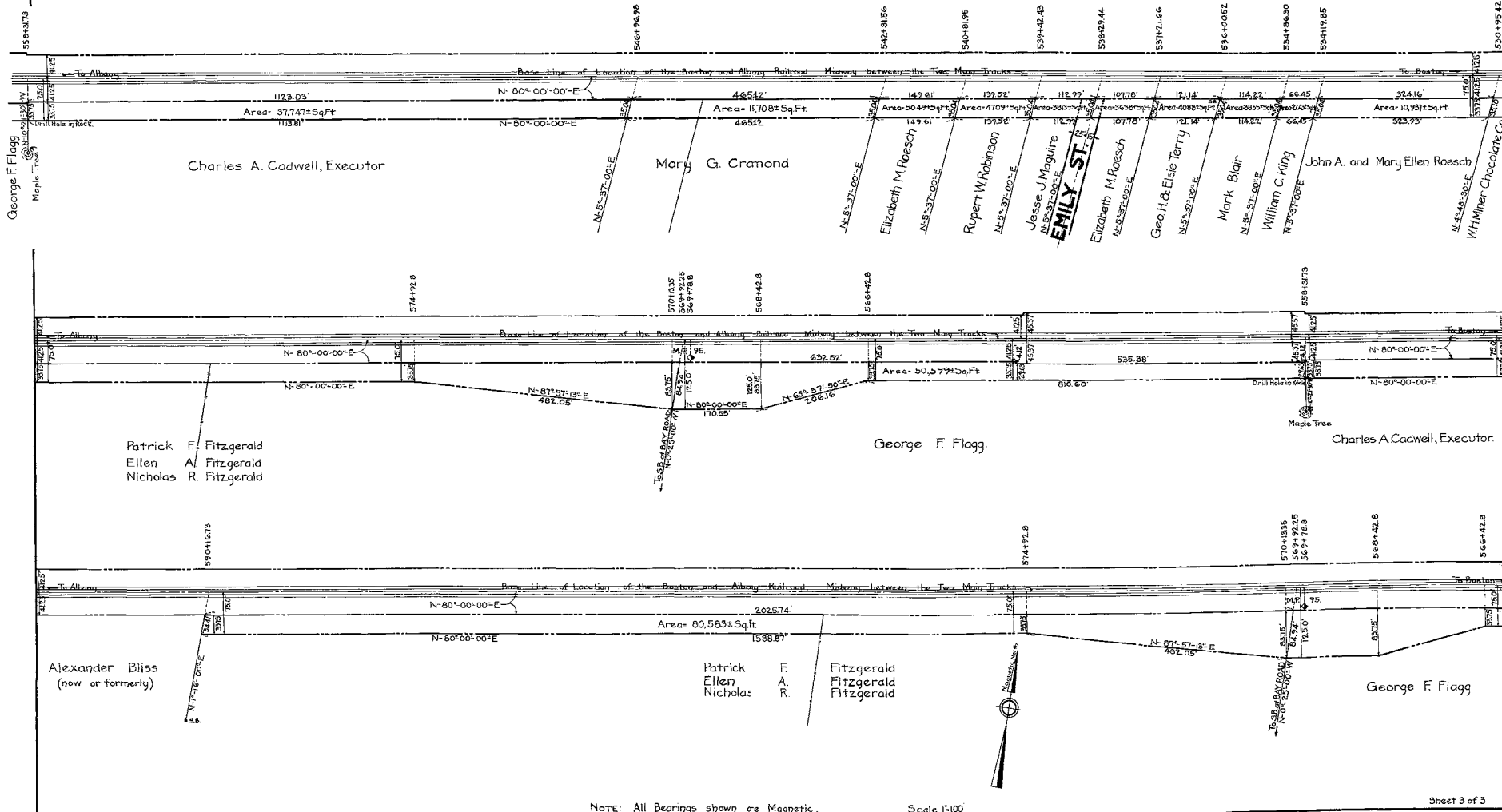
Maguire, Jesse J.

Terry, George

Terry, Elsie

Blair, Mark

# SPRINGFIELD





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***

06/21/1917

### ***Sheet***

2

### ***Page***

16

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page

Signature Page

# SPRINGFIELD

In accordance with the provisions of Chapter 463 of the Acts of 1906 of the Commonwealth of Massachusetts, and of Acts in amendment thereof and in addition thereto, the Boston and Albany Railroad Company hereby files a location of additional land taken for the purpose of making or securing its railroad or for one or more new tracks adjacent to other land occupied by it by a track or tracks already in use in the City of Springfield, County of Hampden and Commonwealth of Massachusetts, as shown on the accompanying plans.

The land so taken consists of four parcels bounded and described as follows:

1. Beginning at a point on the dividing-line between land supposed to belong to Edward M. Caton and land supposed to belong to Grace E. Goff; distant seventy-five (75) feet southeasterly from the base line of the location of the Boston and Albany Railroad measured at right angles thereto; thence running South 89°-19'-30" West (magnetic) over land supposed to belong to said Edward M. Caton, and over land supposed to belong to John Houdt, Harding H. Colwell, and Charles E. Elstner, by a line drawn parallel with and distant seventy-five (75) feet southeasterly from said base line of said location about sixteen hundred and sixty-two and fifteen hundredths (1662  $\frac{15}{100}$ ) feet to the northeasterly line of said Pasco Road; thence turning and running North 19°-35'-20" West (magnetic) by the said northeasterly line of said Pasco Road about thirty-five and six hundredths (35  $\frac{6}{100}$ ) feet to the land of the said Boston and Albany Railroad Company; thence turning and running North 89°-19'-30" East (magnetic) by land of the said Railroad Company about sixteen hundred and seventy-seven and seven hundredths (1677  $\frac{7}{100}$ ) feet to land of said Grace E. Goff; thence turning and running South 5° West (magnetic) by said land of said Goff about thirty-three and ninety-two hundredths (33  $\frac{92}{100}$ ) feet to the place of beginning.

2. Beginning at a point on the westerly line of said Pasco Road distant seventy-five (75) feet southeasterly from the said base line of the location of the Boston and Albany Railroad measured at right angles thereto; thence running South 89°-19'-30" West (magnetic) over land supposed to belong to Ellen C. Lanekton, over land supposed to belong to Devon Realty Company, over land supposed to belong to Philip Kilbride and Thomas Kilbride, and over land supposed to belong to the heirs of Thomas Lahay by a line drawn parallel with and distant seventy-five (75) feet southeasterly from said base line of said location about two thousand three hundred and twenty-seven and forty-four hundredths (2327  $\frac{44}{100}$ ) feet to a point opposite Station 479+66.05 on said base line; thence turning and running southwestwardly over land supposed to belong to the said heirs of Thomas Lahay and over land supposed to belong to the City of Springfield about six hundred and twenty-six (626) feet to a point on the west shore of Five Mile Pond and at land of said Boston and Albany Railroad Company distant one hundred (100) feet southeasterly from the said base line of the location of the Boston and Albany Railroad measured at right angles thereto; thence turning and running northeasterly and easterly by land of said Boston and Albany Railroad Company about two thousand nine

hundred and sixty-five and eighty-nine hundredths (2965  $\frac{89}{100}$ ) feet to the said westerly line of said Pasco Road; thence turning and running South 2°-25'-30" East (magnetic) by the said westerly line of said Pasco Road about thirty-three and seventy-seven hundredths (33  $\frac{77}{100}$ ) feet to the place of beginning.

3. Beginning at a point on the dividing-line between land of the said Boston and Albany Railroad Company and land supposed to belong to the City of Springfield distant seventy-five feet southeasterly from the said base line of the location of the Boston and Albany Railroad measured at right angles thereto at Station 493+39.13; thence running South 60° West by a line drawn parallel with and distant seventy-five (75) feet southeasterly from said base line of said location about two thousand one hundred and thirty-nine and fifty-nine hundredths (2139  $\frac{59}{100}$ ) feet over land supposed to belong to the said City of Springfield, over land supposed to belong to Elijah B. Woodworth, Trustee, over land supposed to belong to Charles L. Towne, over land supposed to belong to Carmine Santamaria and again over a second parcel of land supposed to belong to said Elijah B. Woodworth Trustee to a point on the southeasterly line of Berkshire Avenue; thence turning and running northeasterly by the said southeasterly line of said Berkshire Avenue about forty-three and twenty-five hundredths (43  $\frac{25}{100}$ ) feet to land of the said Boston and Albany Railroad Company; thence turning and running North 80° East by land of said Railroad Company about one thousand nine hundred and seventy-eight and three hundredths (1978  $\frac{3}{100}$ ) feet to a corner of said Railroad Company's land; thence turning and running South 84°-03'-25" East by land of said Railroad Company about one hundred and forty-one and twenty-two hundredths (141  $\frac{22}{100}$ ) feet to the place of beginning.

4. Beginning at a point on the westerly line of said Berkshire Avenue distant seventy-five (75) feet southeasterly from said base line of the location of the Boston and Albany Railroad, measured at right angles thereto; thence running South 50° West by a line drawn parallel with and distant seventy-five (75) feet southeasterly from said base line of said location about four thousand nine hundred and eleven and seventy-nine hundredths (4911  $\frac{79}{100}$ ) feet over land supposed to belong to the W.H. Miner Chocolate Company, over land supposed to belong to John A. and Mary Ellen Roesech, over land supposed to belong to William C. King, over land supposed to belong to Mark Blair, over land supposed to belong to George H. and Elsie Terry, over land supposed to belong to Elizabeth M. Roesech, over land supposed to belong to Jesse J. McGuire, over land supposed to belong to Rupert W. Robinson, over land supposed to belong to Elizabeth M. Roesech, over land supposed to belong to Mary G. Cromard, over land supposed to belong to Charles A. Cadwall, Executor, and over land supposed to belong to George F. Flagg to a point opposite Station 566+42.80 on said base line; thence turning and running South 65°-57'-50" West (magnetic) about two hundred and six and sixteen hundredths (206  $\frac{16}{100}$ ) feet over land supposed to belong to said Flagg to a point distant one hundred and twenty-five (125) feet southeasterly from said base line of said location measured at right angles thereto at Station 566+42.80; thence turning and running South 80° West over land supposed to belong to said Flagg by a line drawn parallel with and distant one hundred and twenty-five (125) feet southeasterly from said base line about one hundred and seventy

and fifty-five hundredths (170  $\frac{55}{100}$ ) feet to a point opposite Station 570+13.35; thence turning and running South 87°-57'-15" West over land supposed to belong to Patrick F. Fitzgerald, Ellen A. Fitzgerald and Nicholas E. Fitzgerald about four hundred and eighty-two and five hundredths (482  $\frac{5}{100}$ ) feet to a point distant seventy-five (75) feet southeasterly from said base line measured at right angles thereto at Station 574+92.80; thence turning and running South 80° West over land supposed to belong to said Patrick F. Fitzgerald, Ellen A. Fitzgerald, and Nicholas E. Fitzgerald by a line drawn parallel with and distant seventy-five (75) feet southeasterly from said base line about one thousand five hundred and thirty-eight and eighty-seven hundredths (1538  $\frac{87}{100}$ ) feet to land supposed to belong to Alexander Bliss; thence turning and running North 1°-16' East by said land supposed to belong to said Bliss thirty-four and forty-one hundredths (34  $\frac{41}{100}$ ) feet to land of said Railroad Company; thence turning and running North 80° East by land of said Railroad Company about seven thousand three hundred and thirty-one and thirty-two hundredths (7331  $\frac{32}{100}$ ) feet to the said westerly line of said Berkshire Avenue; thence turning and running southwestwardly by the said westerly line of said Berkshire Avenue about forty-nine and eighty-two hundredths (49  $\frac{82}{100}$ ) feet to the place of beginning.

The courses shown on the said plans are magnetic courses.

This taking includes all rights of way and other easements and rights of every description within said parcels of land including the private ways known as Fieldston, Tavistock, Cobb, Aray, and Emily Streets.

*Robert D. Morris*  
*John A. and Mary Ellen Roesech*  
*William C. King*  
*George H. and Elsie Terry*  
*Jesse J. McGuire*  
*Rupert W. Robinson*  
*Elizabeth M. Roesech*  
*Mary G. Cromard*  
*Charles A. Cadwall*  
*George F. Flagg*

**DIRECTORS  
OF THE  
BOSTON & ALBANY  
RAILROAD COMPANY**

I hereby certify, under the provisions of sections 75, 78, and 81 of part II, Chapter 463 of the Acts of 1906, that this record of location and plan has been prepared in conformity with the rules prescribed by the Board of Railroad Commissioners, now the Public Service Commission.

*Richard D. Morris*  
Secretary

Commonwealth of Massachusetts,

Hampden, ss:

Filed June 21, 1917.

Attest: *Robert D. Morris* Clerk.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

02/29/1924   2   17

### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

Lee

Emery

### ***Abutter Names located on Plan***

Cornell, A. D. (Now or formly)

Granger, Lucy S.

Jackson Mill Emery Co.

### ***Stations***

### ***Landmarks located on Plan***

Walker Brook

Old Foundation

Description Page

**CHESTER**

ROAD

LAND FORMERLY OF LUCY S. GRANGER

LEE

Parcel #1

Parcel #2

Parcel #3

Parcel #4

Lee River

Base Line of Location - Chester & Boston & Albany R.R.

Packet Branch - Boston & Albany R.R.

JACKSON MILLS EMERY CO.

Old Foundation

Old Foundation

To Lee

To Chester

ROAD

PLAN

Scale: 1" = 100'

LAND NOW OR FORMERLY OF A. D. CORNELL

| Q. 100 | DESCRIPTION | Q. 100 | Q. 100 |
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In accordance with the provisions of Chapter 160 of the General Laws of the Commonwealth of Massachusetts and of the Acts in Amendment and running northeasterly by said southerly side line of location two hundred and forty-two and sixteen hundredths (242.16) feet to the place of beginning

LOWE, merit thereof and in addition, thereto, the Boston & Albany Railroad hereby files a location purchased by it since February 25, 1923 for Railroad purposes in the Town of Chester, County of Hampden and Commonwealth of Massachusetts, as shown upon the above plan, and bounded and described as follows:

Containing about two thousand and sixty (2,060) square feet.

Force M's. Beginning at a point on the northerly side line of said location of the Chester & Backus Railroad, distant sixteen and Fifty hundredths (16.50) feet measured at right angles therefrom or near station 55+0.00 on said line, thence running northwestwardly by land of said Chester & Backus Railroad

*John J. [Signature]*

DIRECTORS

ed as follows:

Parcel No. 1. Beginning on the highway leading from Chester village to Backet at the west branch of Walker Brook; thence running southerly on the easterly side of said highway and the easterly side of the old highway to the center line of Walker Brook at the bridge of the Chester & Backet Railroad; thence running and running northward and northeasterly down the center line of said brook to and formerly owned by Lucy S. Granger; thence running westerly by said land formerly of Lucy S. Granger to the said west branch of the said brook; thence running northwardly by said branch to the point of beginning; excepting, however, the parcel of land conveyed by William C. Baker to the Chester & Backet Road by deed dated Nov. 1896, recorded with Hampden Deed Book 558, Page 561, containing about 2.0 (2.0) Acres, including said part of R.R. location, and by remapping land of the Jackson Mills Emery Co., thirty-three (33) feet to a point pistant forty-nine and one half hundredths (49½) feet northwesterly from said point of origin and also therefrom to a point distant sixteen and five hundredths (16½) feet northwesterly by remaining long of said Emery Co., two hundred and thirty-three and ninety-seven hundredths (233¾) feet by a line parallel with said base line and pistant forty-nine and fifty hundredths (49½) feet northwesterly therefrom, to a point measured at right angles therefrom at corner station 5440; thence turning and running southeastwardly by remaining land of said Emery Co. one land of said Railroad Co. three and three fourths (3¾) feet to a point distant sixteen and five hundredths (16½) feet measured at right angles therefrom at a near corner station; thence turning and running southwesterly by said northwesterly side line of location two hundred and thirty-three and ninety-seven hundredths (233¾) feet or of beginning, containing about seven thousand seven hundred and ninety (7,900) square feet.

1. Magmatis  
Morris Gray  
William Emery  
Lincolnshire, Mass.  
Robt Hg. Weston

3.5.1021

Chas. L. Marshall

Parcel No. 2. Beginning at a point in the southerly side line of location of the said Chester & Becket Railroad, distant sixteen and fifty hundredths (16  $\frac{50}{100}$ ) feet southeasterly from the base line located at right angles therefrom at or near station 54+10; thence running southeasterly by land of the said Chester & Becket Railroad Company, eight and fifty hundredths (8  $\frac{50}{100}$ ) feet to a point distant twenty-five (25) feet southeasterly from said base line measured at right angles therefrom at or near said station 54+10; thence running and running southeasterly, southward and across the Jackson Mills Emery Co. two hundred and forty-three and twenty hundredths (243  $\frac{20}{100}$ ) feet by a line parallel with and distant twenty-five (25) feet southeasterly from said base line to land of said Chester & Becket Railroad Co. at a point opposite station 56+50; thence turning and running northwesterly one hundred and fifty hundredths (150  $\frac{00}{100}$ ) feet by land of the said Chester & Becket Railroad Co. to a point sixteen and fifty hundredths (16  $\frac{50}{100}$ ) feet southeasterly from the said base line measured at right angles therefrom at or near station 56+50; thence turning

Town of Chester  
County of Hampden  
State of Mass.

COMMERCIAL OF MASSACHUSETTS  
Hampden, ss.  
Filed February 29, 1924.  
Robert O. Morris  
Clerk

I hereby certify under the provisions of sections 76, 78 and 81 of Part II, Chapter 463 of the Acts of 1906 that the record of location of the said Chester & Becket Railroad Company and plan has been prepared in conformity with the rules prescribed by the Board of Railroad Commissioners, now the Department of Public Utilities.

Correct  
as to form  
FEB 25 1924  
Attest  
Assistant Secretary.

Awa A. Parks  
Assistant Secretary.

---

by land of the said Chester & Beckett Railroad Company, eight and fifty hundredths (8 1/2) feet to a point distant twenty-five (25) feet south-easterly from said base line measured at right angles therefrom at or near said station FAULT; said base line and survey, as they westwardly, over and across the land of

FEB 25 1924  
*W. H. Jones*  
 W. H. JONES, JR.  
 Surveyor

the rules prescribed by the Board of Railroad Commissioners, now the Department of Public Utilities.

Filed February 29, 1924.  
*W. H. Jones*  
 W. H. JONES, JR.  
 Surveyor

*P. H. Morris*

*Witnesses*

Assistant Secretary.

Clerk

Town of Chester  
County of Hampden  
Commonwealth of Mass.

of a point opposite station 56+50; thence turning and running northwesterly eight and fifty hundredths (85/100) feet by land of the said Chester & Becket Railroad Co. to a point sixteen and fifty hundredths (165/100) feet southeasterly from the said base line measured at right angles therefrom at or near station 56+50; thence turning

and is therefrom at or near station 54+10; thence running southeasterly by land of the said Chester & Backet Railroad Company, eight and fifty hundredths (8 <sup>50</sup>/<sub>100</sub>) feet to a point distant twenty-five (25) feet southeasterly

as to from  
FEB 25 1924  
N. J. Jones

and plan has been prepared in conformity with the rules prescribed by the Board of Railroad Commissioners, now the Department of Public Utilities.

Filed February 29, 1924.

from said base line measured at right angles (hereafter) at or near said station 54+10; thence turning and running southwestwardly over and across the land of the Jackson Mills Lumber Co. two hundred and forty-three and twenty hundredths (243  $\frac{20}{100}$ ) feet by a line parallel with and distant twenty-five (25) feet

Alvan H. Parks  
 Assistant Secretary.  
 Robert J. Morris  
 Clerk

Town of Chester  
County of Hampden  
State of Mass.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***

04/28/1924

### ***Sheet***

2

### ***Page***

18

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

Liberty St

Chestnut St

### ***Abutter Names located on Plan***

Boston & Albany Railroad

Springfield Foundry Co

Springfield Wholesale Grocery  
Co

***Stations*** 741+79.73 737+06.78

### ***Landmarks located on Plan***

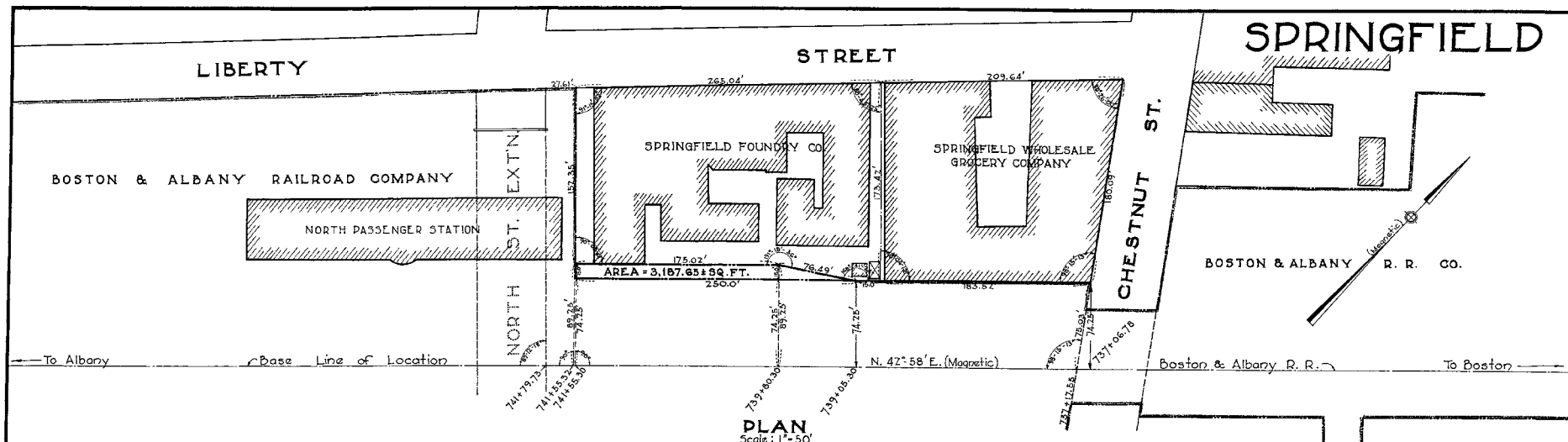
North Passenger Station

Springfield Foundry Co

Springfield Wholesale Grocery

Description Page





### DESCRIPTION

In accordance with the provisions of Chapter 160 of the General Laws of the Commonwealth of Massachusetts, and of the Acts in amendment thereof and in addition thereto, the Boston & Albany Railroad hereby files a location purchased by it since April 15, 1923 for Railroad Purposes in the City of Springfield, County of Hampden and Commonwealth of Massachusetts, as shown upon the above plan, bounded and described as follows:—

Beginning at a point in the dividing line between the land of the Springfield Foundry Company and land of the Boston and Albany Railroad Company, distant seventy-four and twenty-five hundredths (74 $\frac{25}{100}$ ) feet northerly from the base line of location of the Boston & Albany Railroad, measured at right angles therefrom at or near station 739+05.30, said point being fifteen (15) feet westerly from the intersection of the dividing line between said land of said Foundry Co. and land of the Springfield Wholesale Grocery Company with the northerly side line of said location; thence running westwardly by said land of said Railroad Co. two hundred and fifty (250) feet a corner distant seventy-four and twenty-five hundredths (74 $\frac{25}{100}$ ) feet northerly from said base line of location, measured at right angles therefrom at or near station 741+55.30; thence turning on an angle of 89°56'16" to the right and running northwardly by land of said Railroad Co. fifteen (15) feet to a point distant eighty-nine and twenty-five hundredths (89 $\frac{25}{100}$ ) feet northerly from said base line, measured at right angles therefrom at or near station 741+55.32; thence turning on an angle

of 90°03'44" to the right and running eastwardly over and across the land of said Foundry Co. parallel with said base line, one hundred and seventy-five and two hundredths (175 $\frac{2}{100}$ ) feet to a point distant eighty-nine and twenty-five hundredths (89 $\frac{25}{100}$ ) feet northerly from said base line of location, measured at right angles therefrom at or near station 739+05.30; thence deflecting on an angle of 11°18'36" to the right and running still over said land of said Foundry Co. about seventy-six and forty-nine hundredths (76 $\frac{49}{100}$ ) feet to the place of beginning, containing about three thousand, one hundred and eighty-seven and sixty-five hundredths (3187 $\frac{65}{100}$ ) square feet.

This location includes all rights of way and other easements and rights of every description within the above described parcel of land.

Boston, April 18, 1924.

I hereby certify, under the provisions of Sections 75, 78 and 81 of Part II, Chapter 463 of the Acts of 1906, that this record of location and plan has been prepared in conformity with the rules prescribed by the Board of Railroad Commissioners, now the Department of Public Utilities.

*Robert O. Morris*  
Secretary.

*E. E. Sargent*  
*Allen E. Smith*  
*Reginald F. Smith*  
*Marion E. Smith*  
*Robert A. G. Smith*  
*A. J. P. Smith*

DIRECTORS  
OF THE  
BOSTON & ALBANY  
R.R. COMPANY

Commonwealth of Massachusetts.  
Hampden, ss:  
Filed April 28, 1924.  
Attest:  
*Robert O. Morris* Clerk

City of Springfield  
County of Hampden  
Comm. of Mass.

CORRECT  
as to form  
APR 18 1924  
*Robert O. Morris*  
CLERK OF PUBLIC UTILITIES



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Abany Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

3                      1

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

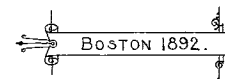
### ***Stations***

### ***Landmarks located on Plan***

Cover Page



PLAN OF LAND  
TAKEN FOR  
RAILROAD PURPOSES  
BY THE  
BOSTON AND ALBANY R. R. CO.  
IN THE  
TOWN OF PALMER  
AND  
COUNTY OF HAMPDEN.



*W. A. Russell*  
CHIEF ENGINEER.

*Walter Shepard*  
ASSISTANT ENGINEER.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co

### ***Date Recorded***

### ***Sheet***

### ***Page***

3

2

***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page



IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 112 OF THE PUBLIC STATUTES OF THE COMMONWEALTH OF MASSACHUSETTS THE BOSTON AND ALBANY RAILROAD COMPANY FILES A PLAN OF LAND, WITHOUT THE LIMITS OF THE ROUTE FIXED, TAKEN FOR THE PURPOSE OF SECURING ITS ROAD IN THE TOWN OF PALMER AND COUNTY OF HAMPDEN IN SAID COMMONWEALTH AS SHOWN ON THE ACCOMPANYING SHEET.

THE LAND TAKEN BY SAID COMPANY IS EMBRACED WITHIN AND BOUNDED BY THE LINES TINTED RED ON SAID PLAN, AND IS DESCRIBED AS FOLLOWS.

BEGINNING AT AN IRON RAIL IMBEDDED IN THE GROUND ON THE EASTERLY LINE OF THE HIGHWAY LEADING FROM PALMER TO BRIMFIELD AND DISTANT SIXTY (60) FEET AT RIGHT ANGLES SOUTH-WESTERLY FROM THE ORIGINAL CENTER-LINE OF LOCATION OF THE WESTERN RAILROAD; THENCE RUNNING SOUTH-EASTERLY BY A LINE PARALLEL WITH AND EVERYWHERE DISTANT SIXTY (60) FEET SOUTH-WESTERLY FROM SAID CENTER-LINE OF LOCATION ABOUT TWO-HUNDRED (200) FEET TO A POINT NEARLY OPPOSITE THE EASTERLY END OF THE RETAINING WALL BUILT BY THE WESTERN RAILROAD CORPORATION; THENCE RUNNING NORTHERLY ABOUT TWELVE (12) FEET TO SAID RETAINING WALL; THENCE RUNNING NORTH-WESTERLY, WESTERLY, AND SOUTH-WESTERLY BY SAID RETAINING-WALL AND BY SAID HIGHWAY TO THE POINT OF BEGINNING.

MEANING AND INTENDING HEREBY TO DESCRIBE ALL THE LAND LYING EASTERLY OF THE SAID HIGHWAY, SOUTHERLY OF THE RAILROAD OF SAID COMPANY, AND NORTHERLY OF A LINE PARALLEL WITH AND EVERYWHERE DISTANT SIXTY (60) FEET SOUTH-WESTERLY FROM THE ORIGINAL CENTER-LINE OF LOCATION OF THE SAID WESTERN RAILROAD.

Samuel Hoar  
William Ship

E. D. Hayden

Moses Kimball

C. J. Sargent

John B. Braulding

W. H. Munroe

James Rogers

John L. Manning



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

4/1/1892                      3                      3

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

Hgy Palmer To Brimfiel

### ***Abutter Names located on Plan***

Brigham, William M(trs)

***Stations***    936-931

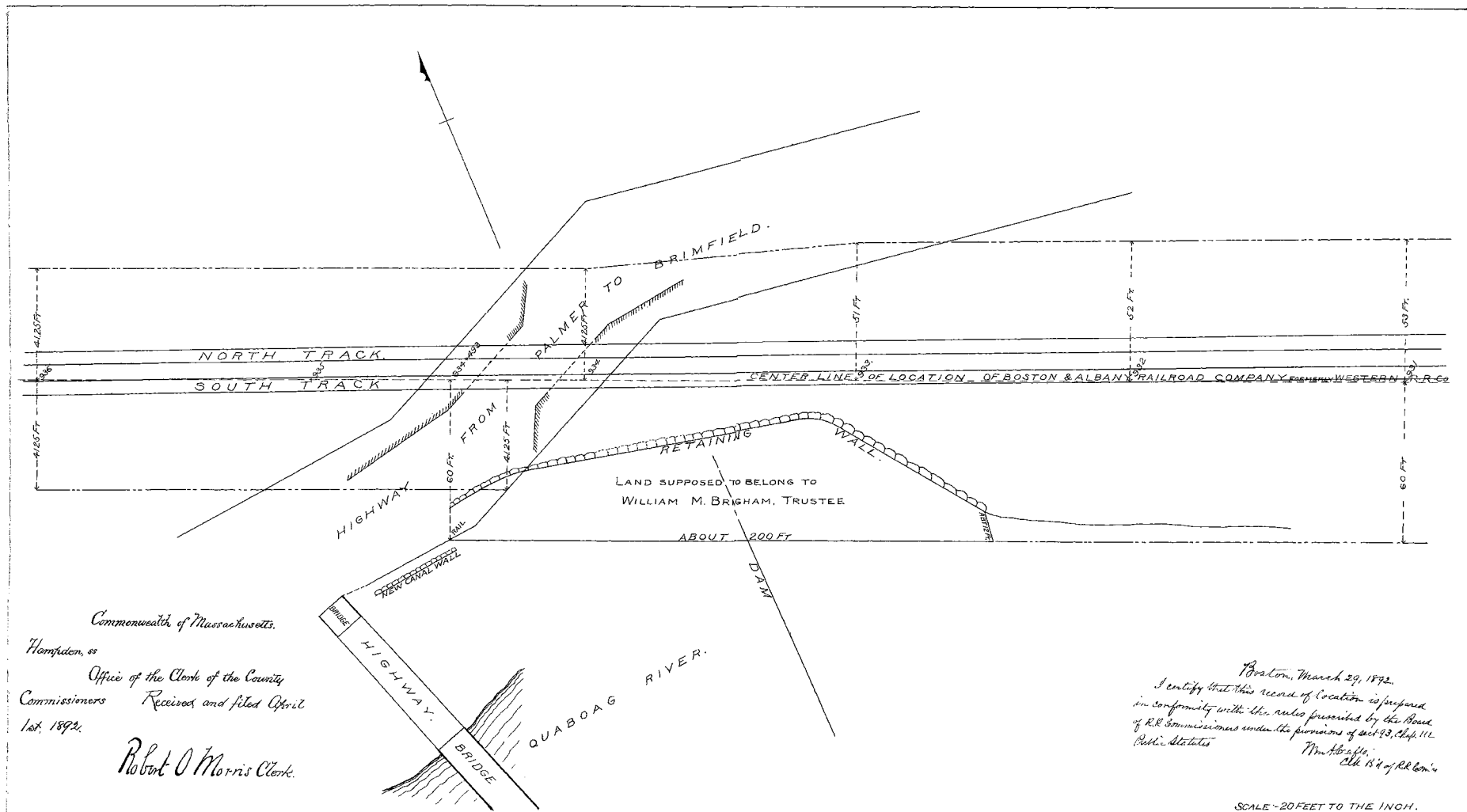
### ***Landmarks located on Plan***

Dam

Quaboag River/Bridge



PALMER



Commonwealth of Massachusetts.  
 Hopedon, ss  
 Office of the Clerk of the County  
 Commissioners Received and filed April  
 1st, 1892.

Robert O Morris Clerk.

Boston, March 29, 1892.  
 I certify that this record of location is prepared  
 in conformity with the rules presented by the Board  
 of R.R. Commissioners under the provisions of Act 93, Chap. 111.  
 Public Statutes  
 M. H. Gifford  
 Secy of R.R. Com.

SCALE - 20 FEET TO THE INCH.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

5/26/1894   3   4

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Cover Page





PLAN OF LAND  
TAKEN FOR  
RAILROAD PURPOSES  
BY THE  
BOSTON AND ALBANY R. R. CO.  
IN THE  
CITY OF SPRINGFIELD  
AND  
COUNTY OF HAMPDEN.

BOSTON 1894.

W. A. Russell  
CHIEF ENGINEER.

Walter Shepard  
ASSISTANT ENGINEER.

Commonwealth of Massachusetts  
Hampden, ss  
Office of the Clerk of the County Commissioners  
Received and filed May 26th, 1894  
Attest Robert C. Morris Clerk

Boston May 31, 1894.  
I certify that this record of location is prepared  
in conformity with the Rules prescribed by the Board  
of Railroad Commissioners under the provisions of  
Act 93 Chapter 112, Public Statutes.  
Wm. A. Crafts  
Sec. R.R. Com.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

5/26/1894   3   5

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

St James Ave

### ***Abutter Names located on Plan***

B & A RR Co

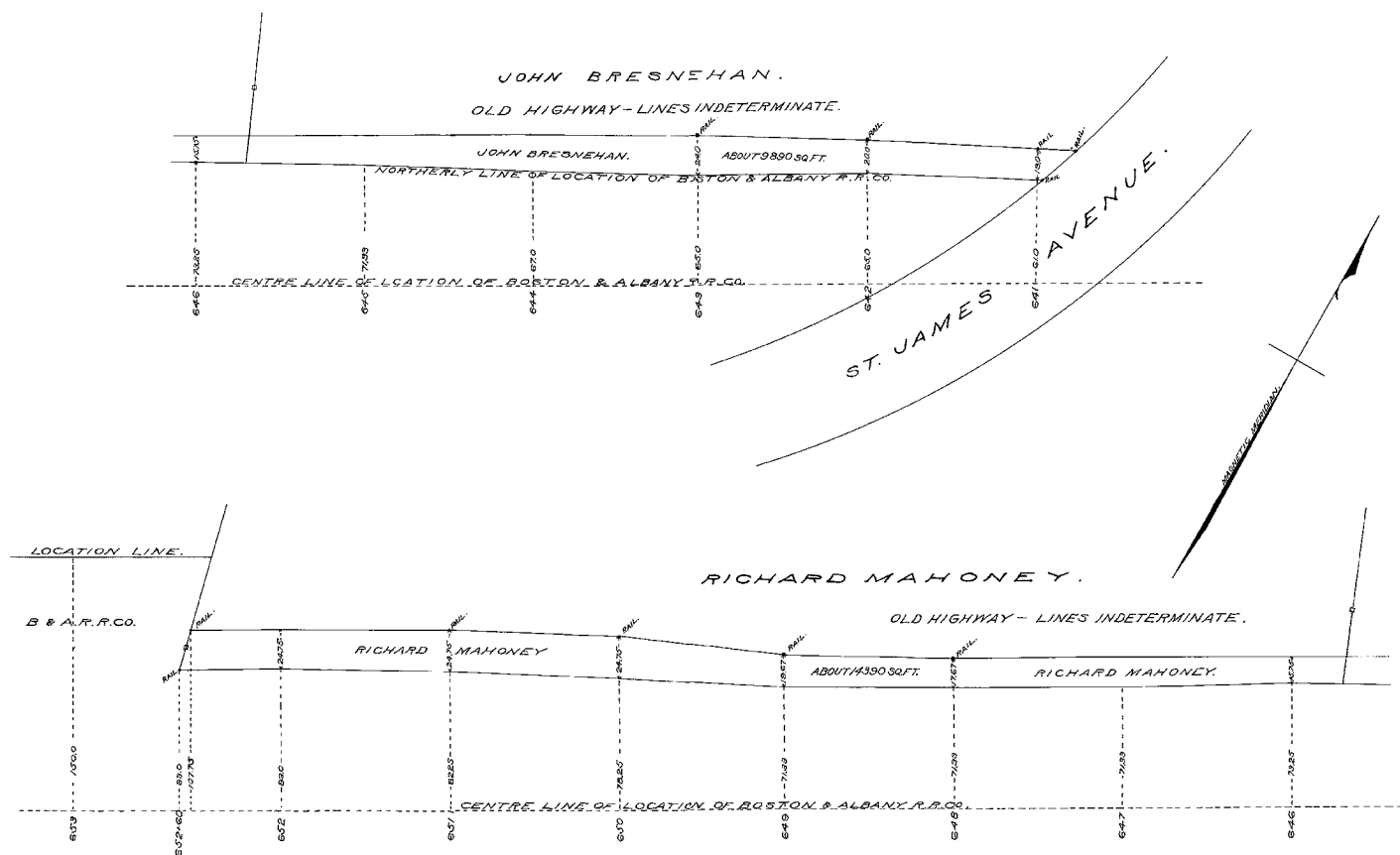
Mahoney, Richard

Bresnehan, John

***Stations***   653-641

### ***Landmarks located on Plan***







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co

### ***Date Recorded***

5/26/1894

### ***Sheet***

3

### ***Page***

6

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page



IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 112 OF THE PUBLIC STATUTES OF THE COMMONWEALTH OF MASSACHUSETTS, THE BOSTON AND ALBANY RAILROAD COMPANY FILES A PLAN OF LAND, WITHOUT THE LIMITS OF THE ROUTE FIXED, TAKEN FOR THE PURPOSE OF SLOPES, AND OF MAKING AND SECURING ITS ROAD IN THE CITY OF SPRINGFIELD AND COUNTY OF HAMPDEN IN SAID COMMONWEALTH AS SHOWN ON THE ACCOMPANYING SHEET.

THE LAND TAKEN BY SAID COMPANY IS EMBRACED WITHIN AND BOUNDED BY THE LINES TINTED RED ON SAID PLAN, AND IS DESCRIBED AS FOLLOWS.

BEGINNING AT AN IRON RAIL AT THE INTERSECTION OF THE NORTHERLY SIDE LINE OF LOCATION OF THE BOSTON AND ALBANY RAILROAD WITH THE WESTERLY LINE OF ST. JAMES AVENUE; THENCE RUNNING SOUTHWESTERLY BY THE LOCATION OF SAID COMPANY'S RAILROAD TO AN IRON RAIL OPPOSITE STATION 652+60 ON THE CENTRE LINE OF SAID COMPANY'S LOCATION; THENCE RUNNING NORTHERLY BY LAND OF SAID RAILROAD COMPANY TO AN IRON RAIL DISTANT ONE HUNDRED AND SEVEN AND SEVENTY FIVE ONE HUNDREDTHS (107 $\frac{75}{100}$ ) FEET NORTH-WESTERLY FROM SAID CENTRE LINE MEASURED AT RIGHT ANGLES THERETO; THENCE RUNNING NORTH-EASTERLY BY LAND OF RICHARD MAHONEY TO AN IRON RAIL DISTANT ONE HUNDRED AND SEVEN (107) FEET NORTH-WESTERLY FROM SAID CENTRE LINE MEASURED AT RIGHT ANGLES THERETO AT STATION 651; THENCE RUNNING NORTH-EASTERLY BY LAND OF SAID MAHONEY TO AN IRON RAIL DISTANT ONE HUNDRED AND THREE (103) FEET NORTH-WESTERLY FROM SAID CENTRE LINE MEASURED AT RIGHT ANGLES THERETO AT STATION 650; THENCE RUNNING NORTH-EASTERLY BY LAND OF SAID MAHONEY TO AN IRON RAIL DISTANT NINETY ONE (91) FEET NORTH-WESTERLY FROM SAID CENTRE LINE AT STATION 649; THENCE RUNNING NORTH-EASTERLY BY LAND OF SAID MAHONEY TO AN IRON RAIL DISTANT EIGHTY NINE (89) FEET NORTH-WESTERLY FROM SAID CENTRE LINE AT STATION 648; THENCE RUNNING NORTH-EASTERLY PARALLEL WITH SAID CENTRE LINE ABOUT FIVE HUNDRED (500) FEET TO AN IRON RAIL ON LAND OF JOHN BRESNEHAN DISTANT EIGHTY NINE (89) FEET NORTH-WESTERLY FROM SAID CENTRE LINE AT STATION 643; THENCE RUNNING NORTH-EASTERLY BY LAND OF SAID BRESNEHAN TO AN IRON RAIL DISTANT EIGHTY FIVE (85) FEET FROM SAID CENTRE LINE AT STATION 642; THENCE RUNNING NORTH-EASTERLY BY LAND OF SAID BRESNEHAN TO AN IRON RAIL DISTANT EIGHTY (80) FEET NORTH-WESTERLY FROM SAID CENTRE LINE AT STATION 641; THENCE CONTINUING ON THE COURSE OF THE LAST DESCRIBED LINE NORTH-EASTERLY TO AN IRON RAIL AT THE SAID WESTERLY LINE OF SAID ST. JAMES AVENUE; THENCE RUNNING SOUTHERLY BY THE SAID WESTERLY LINE OF SAID ST. JAMES AVENUE TO THE PLACE OF BEGINNING.

William Bluff  
Samuel Hooker

Edward D. Hayden  
E. P. Phillips  
John P. Spraulding  
L. S. Sargent  
Moses R. R. R.

Wm. C. C.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

(Athol Branch) Boston & Albany Railroad

### ***Date Recorded***

8/3/1900

### ***Sheet***

3

### ***Page***

7

### ***Towns located on Plan***

Palmer/Ludlow

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Alignment Page



A NEW LOCATION  
OF THE ATHOL BRANCH OF THE BOSTON AND ALBANY RAILROAD  
IN THE TOWNS OF PALMER AND LUDLOW  
AND COUNTY OF HAMPDEN, MASSACHUSETTS.

IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 112 OF THE PUBLIC STATUTES OF THE COMMONWEALTH OF MASSACHUSETTS AND CHAPTER 430 OF THE STATUTES OF 1887, THE BOSTON AND ALBANY RAILROAD COMPANY MAKES AND FILES THIS NEW LOCATION OF A PORTION OF ITS RAILROAD IN THE TOWNS OF PALMER AND LUDLOW, COUNTY OF HAMPDEN, IN SAID COMMONWEALTH AS SHOWN ON THE ACCOMPANYING MAP AND STATEMENT OF ALIGNMENT IN SEVEN SHEETS, WHICH MAP AND STATEMENT ARE HEREBY MADE A PART OF THIS LOCATION, NOT MEANING NOR INTENDING TO ABANDON OR RELINQUISH ANY RIGHTS WHICH IT MAY POSSESS UNDER ANY FORMER LOCATION MADE OR ACQUIRED BY IT.

THIS LOCATION COVERS AND INCLUDES ALL THE LAND LYING BETWEEN THE LINES TINTED RED ON SAID MAP. THE BASE LINE OF THIS LOCATION IS SHOWN ON SAID MAP IN RED AND IS DEFINED BY STONE MONUMENTS SET IN THE GROUND.

THE SAID STATEMENT OF ALIGNMENT SHOWS THE COURSE OF THE BASE LINE, SAID COURSE BEING CALCULATED FROM THE COURSE GIVEN ON THE LOCATION MAP OF THE ATHOL AND ENFIELD RAILROAD, FILED WITH THE CLERK OF HAMPDEN COUNTY, MARCH 20<sup>th</sup>, 1874.

THE DISTANCES OF THE OUTSIDE LINES OF LOCATION FROM THE BASE LINE ARE STATED IN FIGURES ON SAID MAP.

*Walter Shepard*  
CHIEF ENGINEER.

| STATEMENT OF ALIGNMENT.             |           |            |                                       |                                       |         |
|-------------------------------------|-----------|------------|---------------------------------------|---------------------------------------|---------|
| FROM STATION, TO STATION. DISTANCE. |           |            | COURSE OF TANGENT OR RADIUS OF CURVE. |                                       |         |
| 0+00.00                             | 4+91.65   | 491.65 FT. | 1163.53 FT.                           | TO A STONE MONUMENT SET IN THE GROUND | " " " " |
| 4+91.65                             | 9+71.67   | 479.99 "   | N 152° 11' E.                         | " " " "                               | " " " " |
| 9+71.67                             | 20+175.0  | 1045.63 "  | 855.40 "                              | " " " "                               | " " " " |
| 20+175.0                            | 26+31.90  | 614.40 "   | 1637.30 "                             | " " " "                               | " " " " |
| 26+31.90                            | 32+30.80  | 596.90 "   | N 82° 25' 04" W.                      | " " " "                               | " " " " |
| 32+30.80                            | 35+18.00  | 286.20 "   | N 82° 25' 04" W.                      | " " " "                               | " " " " |
| 35+18.00                            | 41+38.00  | 619.00 "   | 1910.10 FT.                           | " " " "                               | " " " " |
| 41+38.00                            | 42+39.94  | 101.94 "   | 1910.10 "                             | " " " "                               | " " " " |
| 42+39.94                            | 47+42.57  | 502.63 "   | 955.40 "                              | " " " "                               | " " " " |
| 47+42.57                            | 49+92.59  | 250.02 "   | S 45° 49' 43" W.                      | " " " "                               | " " " " |
| 49+92.59                            | 55+68.15  | 575.56 "   | 955.40 "                              | " " " "                               | " " " " |
| 55+68.15                            | 73+40.85  | 1772.70 "  | S 80° 21' 43" W.                      | " " " "                               | " " " " |
| 73+40.85                            | 79+60.23  | 619.38 "   | 2864.90 "                             | " " " "                               | " " " " |
| 79+60.23                            | 93+37.65  | 1377.42 "  | S 67° 58' 25" W.                      | " " " "                               | " " " " |
| 93+37.65                            | 110+87.64 | 1749.99 "  | 1348.40 "                             | " " " "                               | " " " " |
| 110+87.64                           | 112+79.78 | 192.14 "   | S 65° 24' 00" E.                      | " " " "                               | " " " " |

*William M. J.*  
Edward D. Hayden  
Edward L. Davis  
Leban S. Dwyer  
Reginald F. Fitch  
Samuel H. Green  
H. Houghton

Directors of  
the Boston and Albany  
Railroad Company.

Commonwealth of Massachusetts,  
Hampden, ss:  
Office of the Clerk of the County Commissioners.  
Received and filed August 3d, 1900.

Attest: *Robert O. Morris* Clerk.

Boston Aug. 31 1900  
I certify that this record of location is prepared  
in conformity with the Rules prescribed by the Board of  
Railroad Commissioners under the provisions of Act 193 of  
Chap. 112, Public Statutes  
*Mrs. A. Grafton*  
Clerk Bd. R.R. Comm'rs



## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

(Athol Branch) Boston & Albany Railroad

### *Date Recorded*

8/3/1900

### *Sheet*

3

### *Page*

8

### *Towns located on Plan*

Palmer

### *Roads located on Plan*

### *Abutter Names located on Plan*

Ludlow Mfg Co

Green, George

### *Stations*

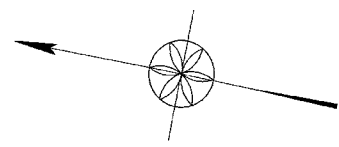
### *Landmarks located on Plan*

Chicopee River

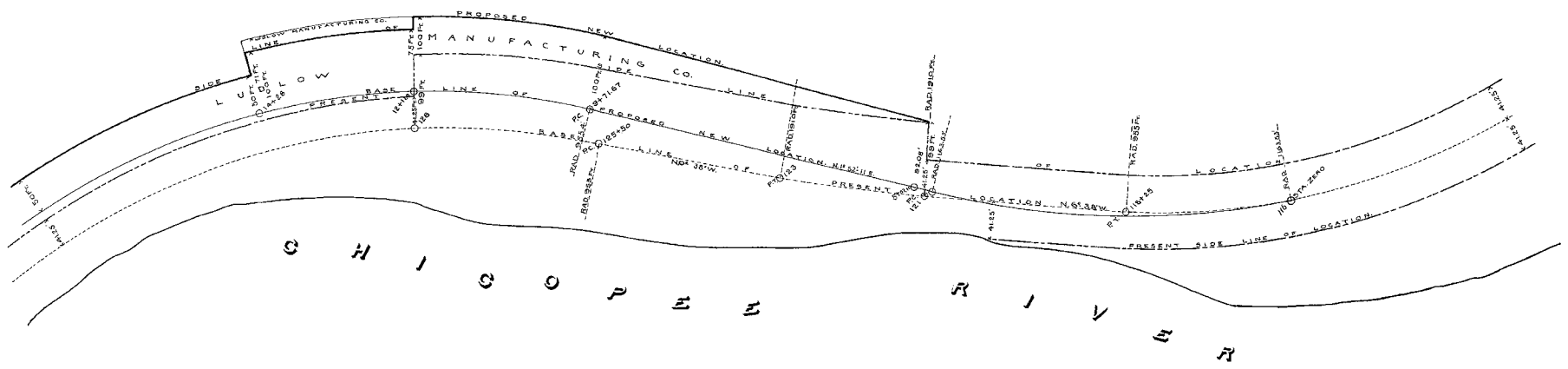




P A L M E R.



GEORGE GREEN



-Scale-80ft. to the inch-



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

(Athol Branch) Boston & Albany Railroad

### ***Date Recorded***

8/3/1900

### ***Sheet***

3

### ***Page***

9

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Holbrook, Frederick

Long, Cornelius (est)

Boston & Albany RR Co

Green, George

Ludlow Mfg Co

### ***Stations***

### ***Landmarks located on Plan***

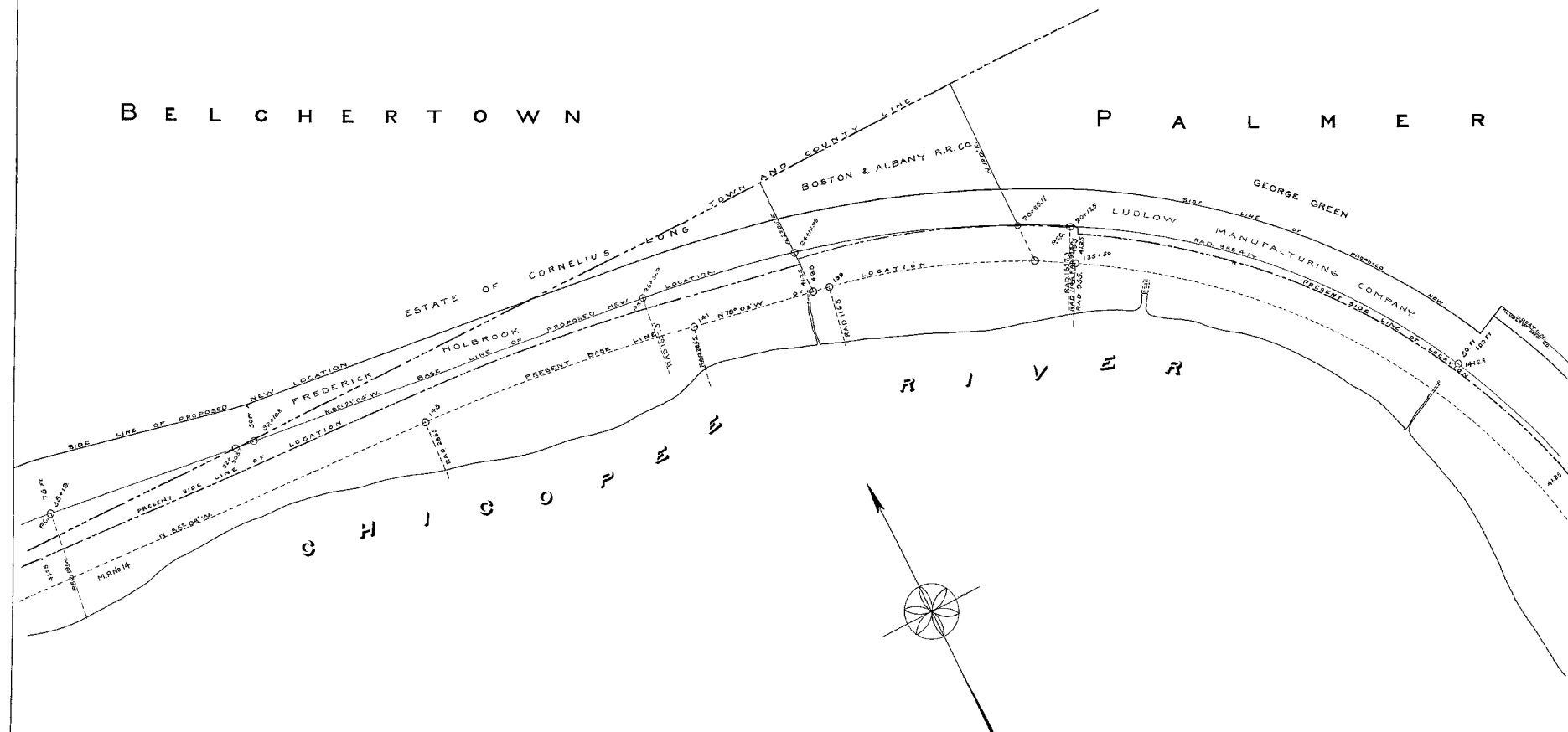
Chicopee River

Belchertown Line



B E L C H E R T O W N

P A L M E R



Scale - 80 ft to the inch



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

(Athol Branch) Boston & Albany Railroad

### ***Date Recorded***

8/3/1900

### ***Sheet***

3

### ***Page***

10

### ***Towns located on Plan***

Ludlow

Belchertown

Palmer

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Ludlow Mfg Co

Long, Cornelius(est)

Holbrook, Fredricj

Long, Cornelius(est)

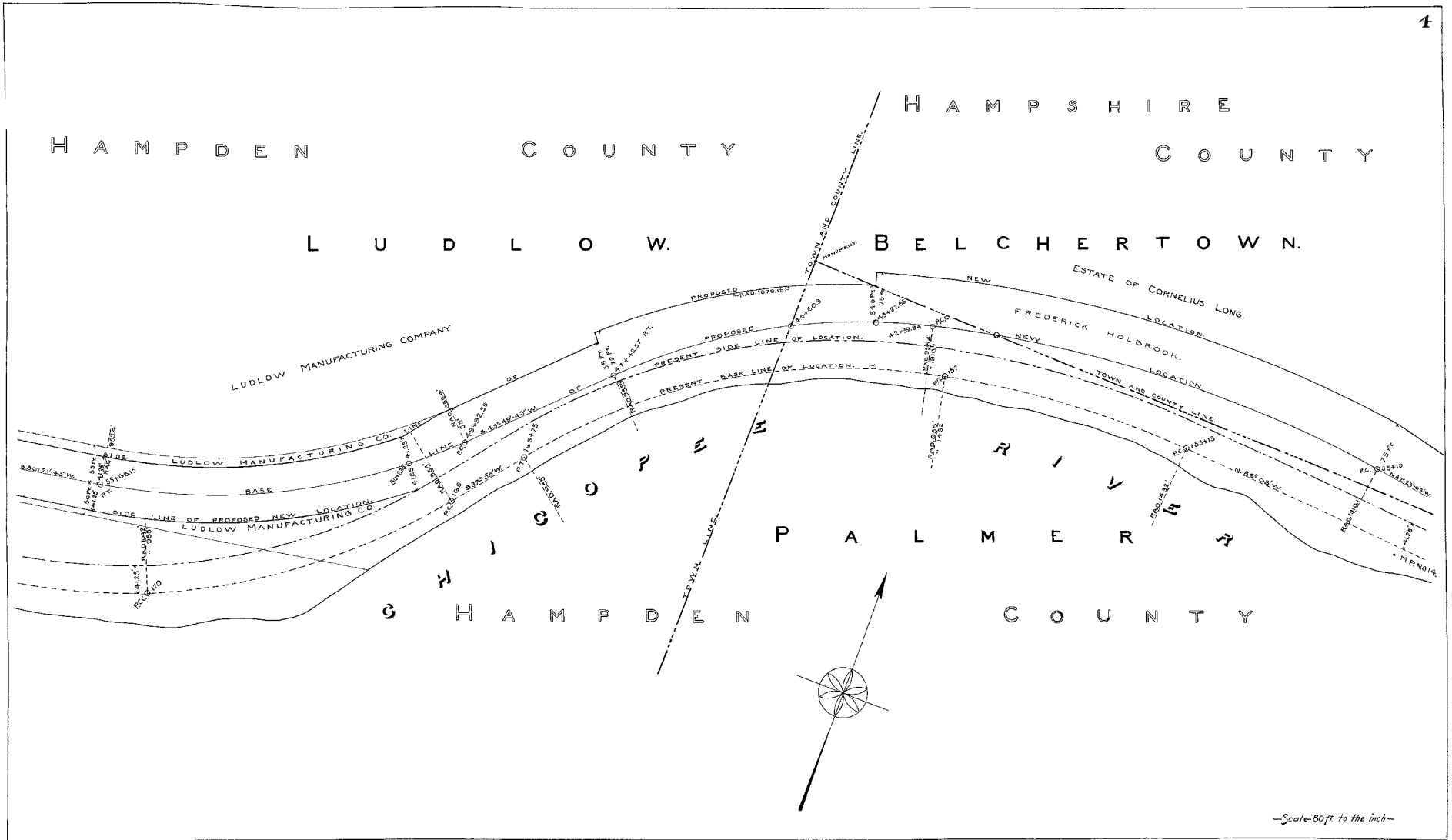
Holbrook, Cornelius(est)

### ***Stations***

### ***Landmarks located on Plan***

Chicopee River







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

(Athol Branch) Boston & Albany Railroad

### ***Date Recorded***

8/3/1900

### ***Sheet***

3

### ***Page***

11

### ***Towns located on Plan***

Ludlow

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

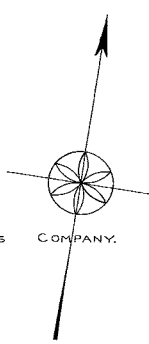
Ludlow Mfg Co

### ***Stations***

### ***Landmarks located on Plan***

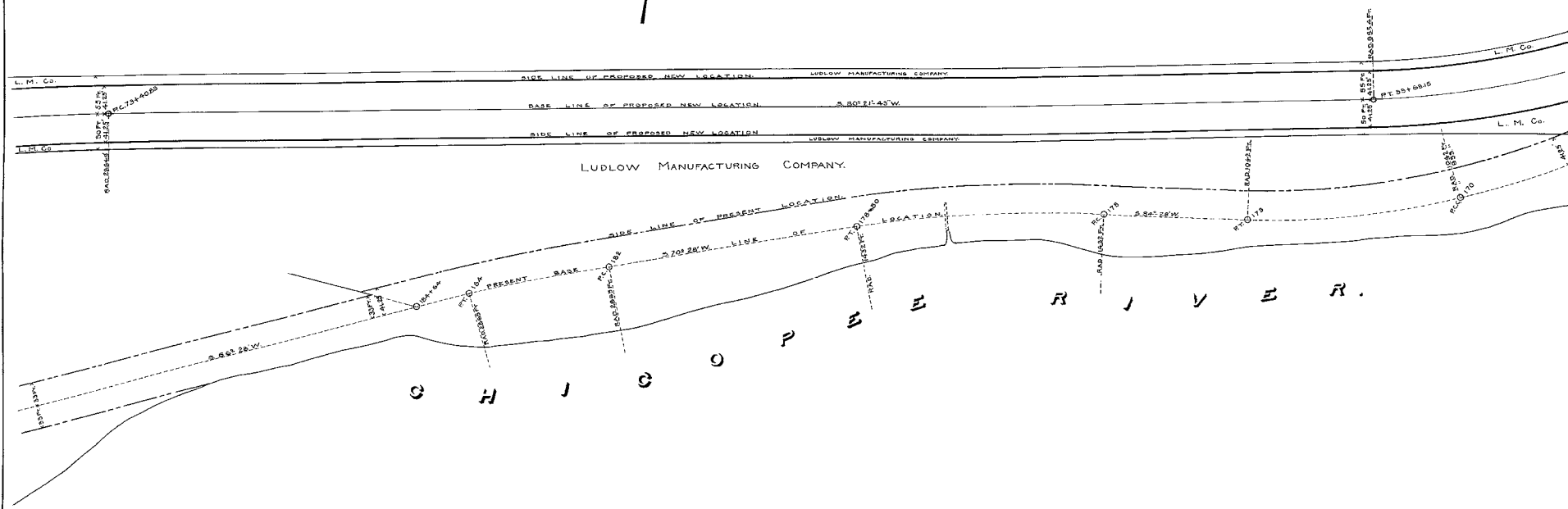
Chicopee River





LUDLOW MANUFACTURING COMPANY.

L U D L O W.



-Scale-80ft to the inch-



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

(Athol Branch) Boston & Albany Railroad

### ***Date Recorded***

8/3/1900

### ***Sheet***

3

### ***Page***

12

### ***Towns located on Plan***

Ludlow

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Ludlow Mfg Co

Simonds, Charles

### ***Stations***

### ***Landmarks located on Plan***

Chicopee River

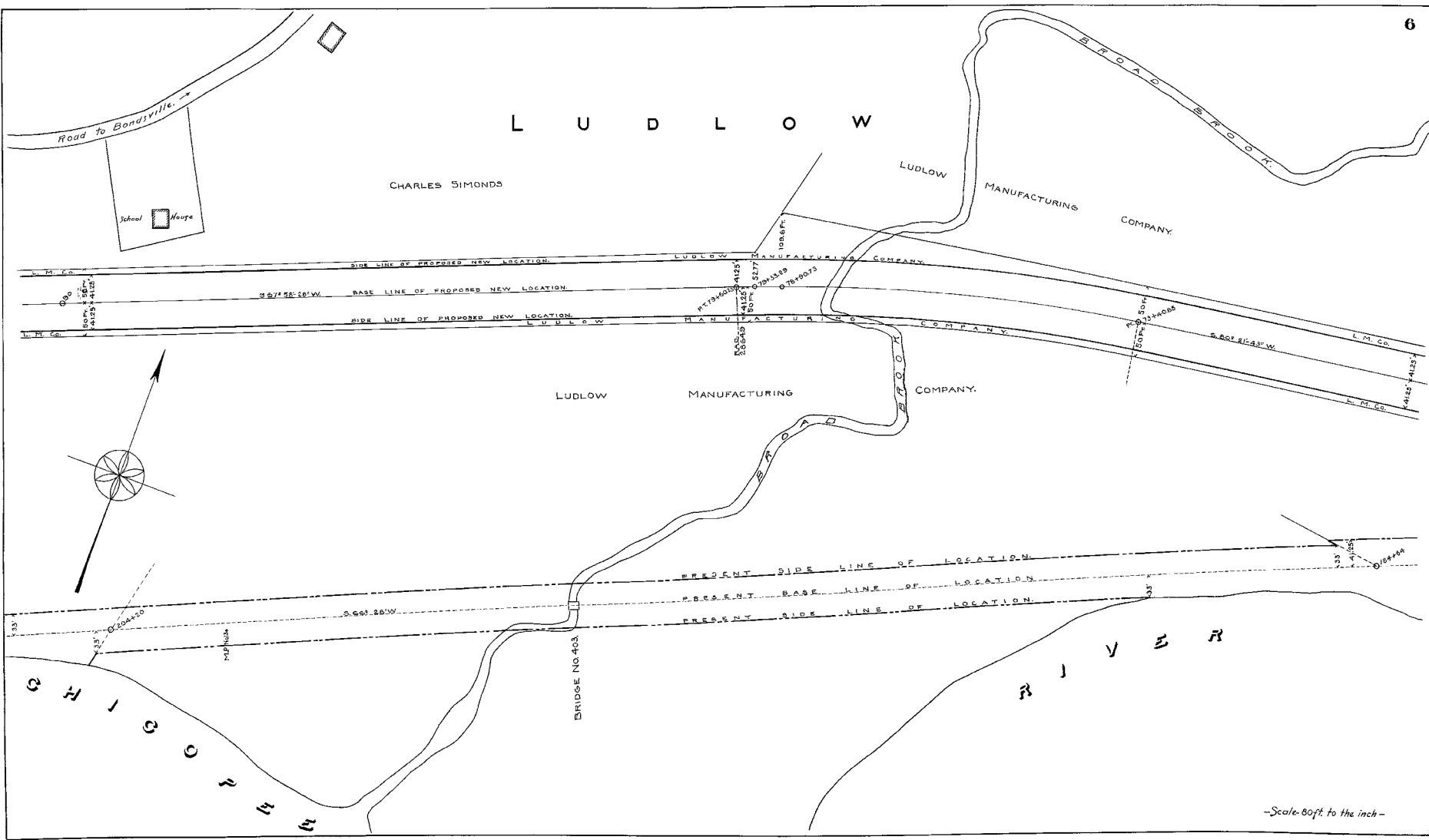
Bridge #403

Rd to Bondsville

Broad Brook







-Scale 80ft to the inch-



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co

| <b><i>Date Recorded</i></b> | <b><i>Sheet</i></b> | <b><i>Page</i></b> |
|-----------------------------|---------------------|--------------------|
|-----------------------------|---------------------|--------------------|

|          |   |    |
|----------|---|----|
| 5/9/1902 | 3 | 13 |
|----------|---|----|

### ***Towns located on Plan***

West Springfield

### ***Roads located on Plan***

Cold Spring Ave

### ***Abutter Names located on Plan***

Boston & Albany RR Co

Lincoln, Albert W

B & A RR Co

### ***Stations***

### ***Landmarks located on Plan***

FKA Margaret A Shea

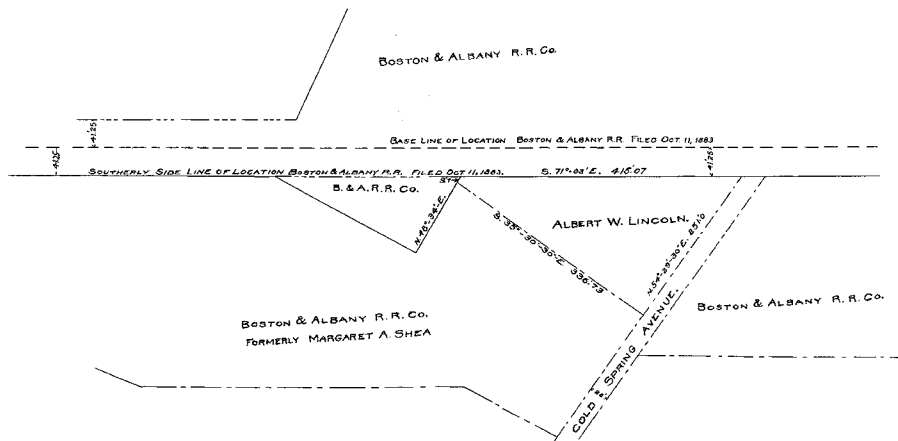


IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER III OF THE REVISED LAWS OF THE COMMONWEALTH OF MASSACHUSETTS, THE BOSTON AND ALBANY RAILROAD COMPANY FILES A PLAN OF ADDITIONAL LAND TAKEN FOR DEPOT OR STATION PURPOSES AND FOR ONE OR MORE NEW TRACKS IN THE TOWN OF WEST SPRINGFIELD AND COUNTY OF HAMPDEN IN SAID COMMONWEALTH AS SHOWN ON THIS SHEET.

THE LAND TAKEN IS BOUNDED AS FOLLOWS:  
 NORTHERLY BY THE SOUTHERLY SIDE LINE OF THE BOSTON AND ALBANY RAILROAD LOCATION, THERE MEASURING ABOUT FOUR HUNDRED AND FIFTEEN AND SEVEN ONE-HUNDREDTHS ( $415\frac{7}{100}$ ) FEET; SOUTHEASTERLY BY THE NORTHWESTERLY SIDE LINE OF THE PUBLIC WAY KNOWN AS COLD SPRING AVENUE, THERE MEASURING ABOUT TWO HUNDRED AND FIFTY-ONE (251) FEET; SOUTHWESTERLY BY LAND OF THE BOSTON AND ALBANY RAILROAD COMPANY FORMERLY OF MARGARET A. SHEA, THERE MEASURING ABOUT THREE HUNDRED AND THIRTY-SIX AND SEVENTY-THREE ONE-HUNDREDTHS ( $336\frac{73}{100}$ ) FEET; AND NORTHWESTERLY BY LAND OF THE BOSTON AND ALBANY RAILROAD COMPANY ABOUT NINE AND SEVEN-TENTHS ( $9\frac{7}{10}$ ) FEET.

*William D. Hayden*  
*Edward D. Hayden*  
*James H. Hayden*  
*Wm. H. Hayden*  
*Ed. Bullard*  
*Edward L. Davis*  
*James H. Hayden*

Directors  
 of the  
 Boston and  
 Albany  
 R.R. Co.



*Walter Shepard*  
*Chief Engineer*  
*B&A R.R. Co.*

SCALE 1 in = 100 FT.

Boston, May 9, 1902.

I certify that this record of location is prepared in conformity with the Rules presented by the Board of Railroad Commissioners under the provisions of section 97 of Chapter III of the Revised Laws.

*Wm. A. Conant*  
 Clerk R.R. Co.

Commonwealth of Massachusetts  
 Hampden, ss.  
 Office of the Clerk of the County Commissioners  
 Received and filed May 9<sup>th</sup>, 1902.  
 Attest: *Robert O. Morris* Clerk.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

7/10/1902   3   14

### ***Towns located on Plan***

West Springfield

### ***Roads located on Plan***

Cold Spring Av

### ***Abutter Names located on Plan***

Boston & Albany RR Co

Lincoln, Albert W

### ***Stations***

### ***Landmarks located on Plan***

FKA Margaret A Shea

FKA John J Caldon



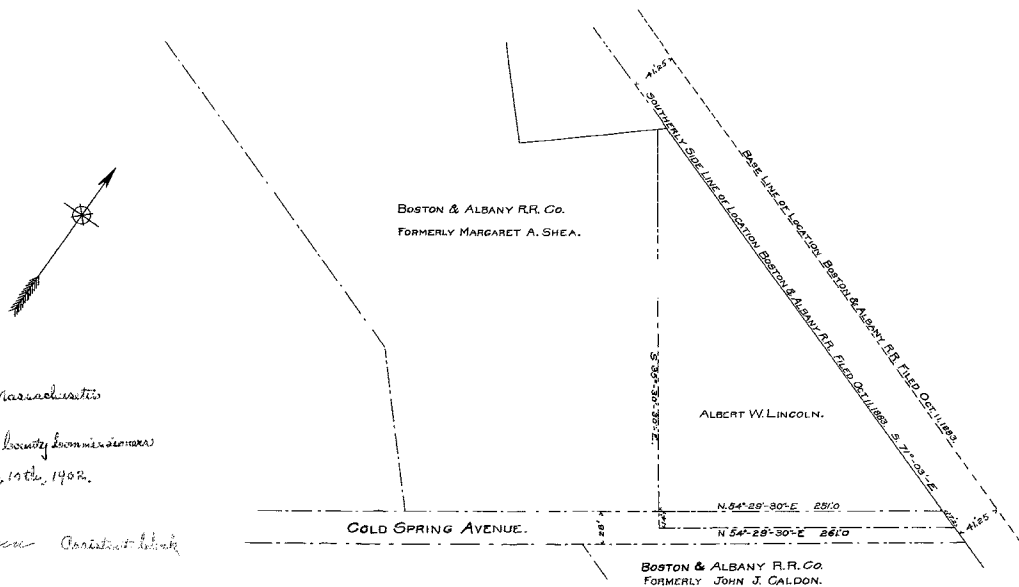
IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER III OF THE REVISED LAWS OF THE COMMONWEALTH OF MASSACHUSETTS, THE BOSTON AND ALBANY RAILROAD COMPANY FILES A PLAN OF ADDITIONAL LAND TAKEN FOR DEPOT OR STATION PURPOSES AND FOR ONE OR MORE NEW TRACKS IN THE TOWN OF WEST SPRINGFIELD AND COUNTY OF HAMPDEN IN SAID COMMONWEALTH AS SHOWN ON THIS SHEET.

THE LAND TAKEN IS BOUNDED AS FOLLOWS:

NORTHERLY BY THE SOUTHERLY SIDE LINE OF THE BOSTON AND ALBANY RAILROAD LOCATION, THERE MEASURING ABOUT SEVENTEEN AND TWO TENTHS (17 $\frac{2}{10}$ ) FEET; SOUTHEASTERLY BY LAND OF THE BOSTON AND ALBANY RAILROAD COMPANY, FORMERLY OF JOHN J. CALDON, THERE MEASURING ABOUT TWO HUNDRED AND SIXTY-ONE (261) FEET; SOUTHWESTERLY BY LAND OF THE BOSTON AND ALBANY RAILROAD COMPANY, FORMERLY OF MARGARET A. SHEA, THERE MEASURING ABOUT FOURTEEN (14) FEET; AND NORTHWESTERLY BY THE NORTHWESTERLY SIDE LINE OF THE PUBLIC WAY KNOWN AS COLD SPRING AVENUE, AS IT FORMERLY EXISTED, THERE MEASURING ABOUT TWO HUNDRED AND FIFTY-ONE (251) FEET; SAID LAND BEING WITHIN THE LIMITS OF THAT PORTION OF SAID PUBLIC WAY LATELY DISCONTINUED BY THE TOWN OF WEST SPRINGFIELD.

*M. J. [Signature]*  
*Edward D. [Signature]*  
*Thomas [Signature]*  
*Edw. [Signature]*  
*Edward C. Davis*  
*[Signature]*

Deputies  
of the  
Board  
and  
Albany  
R.R. Co.



Commonwealth of Massachusetts  
Hampden Co:  
Office of the Clerk of the County Commissioners  
Received and filed July 10th, 1902.  
Attest:-  
*Chas. M. [Signature]* County Clerk

*Walter [Signature]*  
*Wm. [Signature]*  
*[Signature]*

SCALE 1 INCH = 60 FEET.

Noted May 9, 1902.  
I certify that this record of location is prepared in conformity with the rules provided by the Board of Railroad Commissioners under the provisions of Section 97 of Chapter III of the Revised Laws.  
*Wm. [Signature]*  
*Clark R. [Signature]*



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

9/27/1902   3   15

### ***Towns located on Plan***

West Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page



SAID LAND IS BOUNDED AS FOLLOWS:

Commonwealth of Massachusetts.

Hartford 88;  
 Office of the Clerk of the Society Commission.  
 Received, and filed September 27-1902.  
 Attest: *Robert O Morris* *Secretary.*

William W. Phelps  
 George D. Briggs  
 George Thompson  
 Samuel L. Davis  
 Francis H. Kane  
 Stephen Salisbury  
 Wm. Crane

Directors  
 of the  
 Boston and Albany  
 Railroad Company

Boston, Sept. 25, 1902.

I certify that this record of location and plow  
is prepared in conformity with the Rules prescribed  
by the Board of Railroad Commissioners under Chapter 11,  
of the Revised Laws, Sec. 87

Mr. A. C. A. J. J.  
Clerk of the R. R. Co.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

9/27/1902   3   16

### ***Towns located on Plan***

West Springfield

### ***Roads located on Plan***

Baldwin St

Cold Spring Ave

### ***Abutter Names located on Plan***

Sheehan, James E

Raleigh, Mary C

Boston & Albany RR Co

Read, William H

Calden, Jerre

Dunn, Mary E

Boston & Albany RR Co

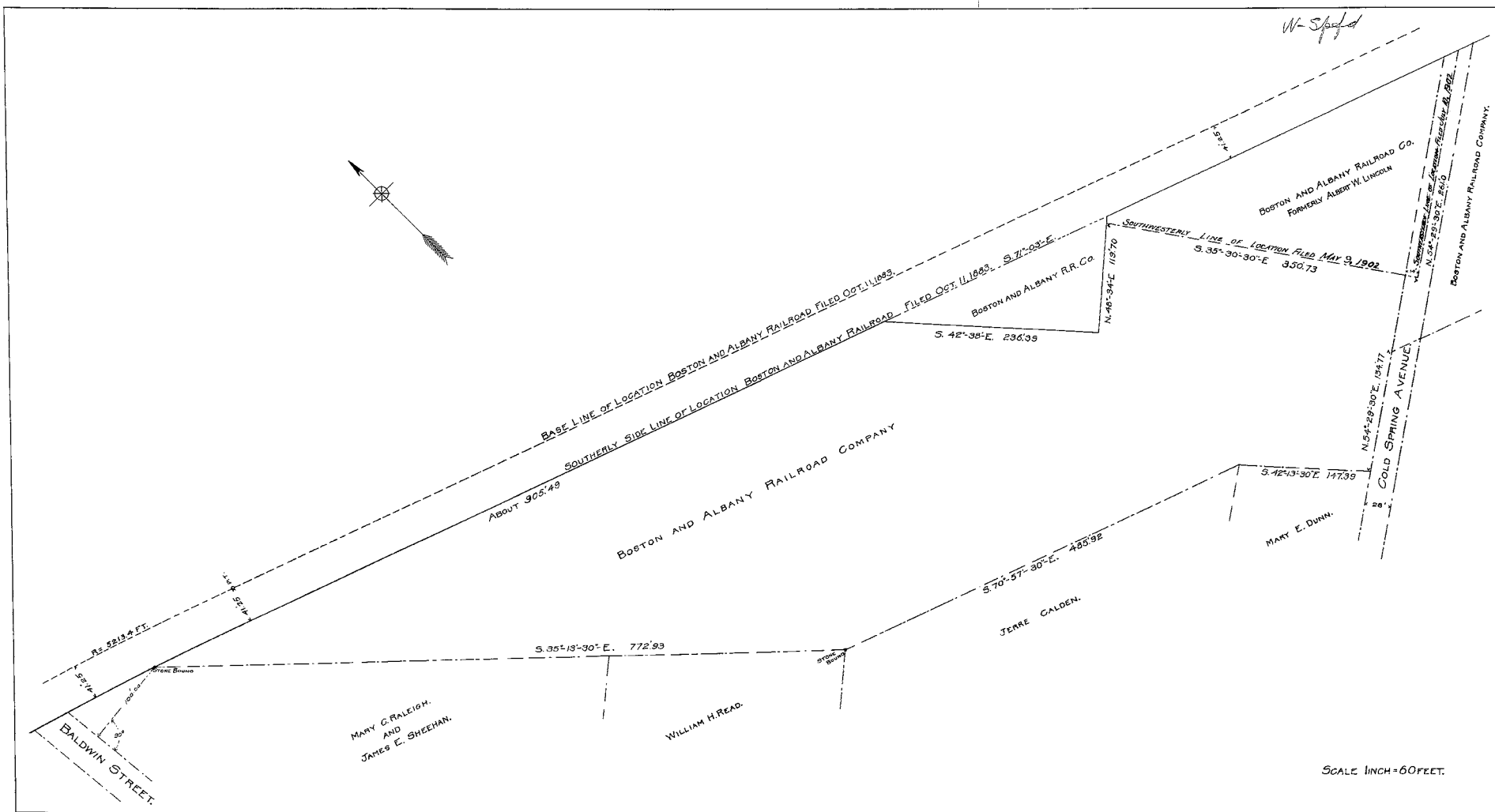
### ***Stations***

### ***Landmarks located on Plan***

FKA Albert W Lincoln









## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co

| <b><i>Date Recorded</i></b> | <b><i>Sheet</i></b> | <b><i>Page</i></b> |
|-----------------------------|---------------------|--------------------|
| 9/27/1902                   | 3                   | 17                 |

### ***Towns located on Plan***

West Springfield

### ***Roads located on Plan***

Cold Spring Ave

### ***Abutter Names located on Plan***

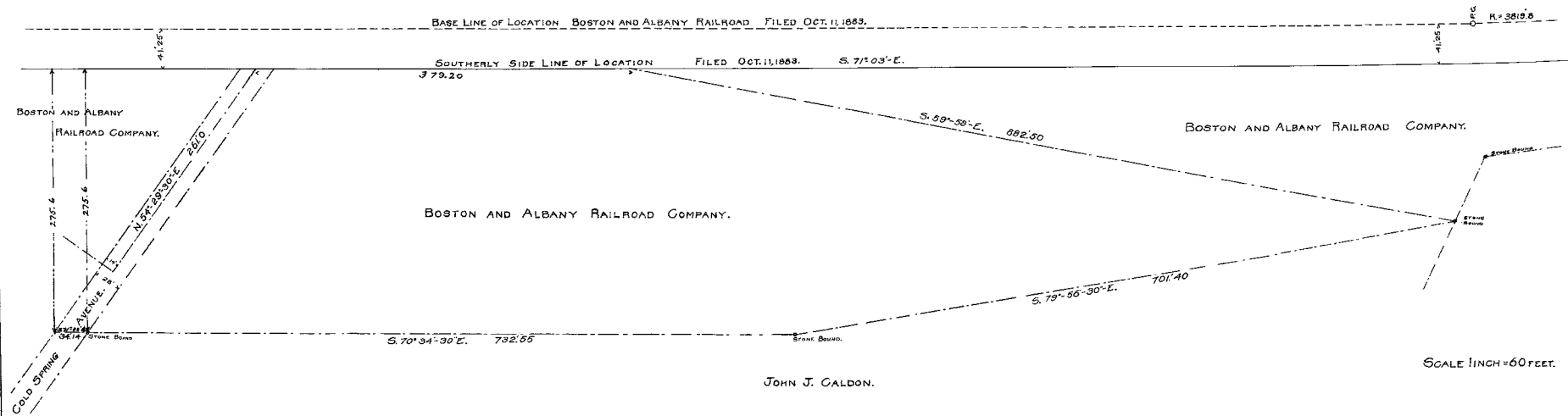
Boston & Albany RR Co

Caldon, John J

### ***Stations***

### ***Landmarks located on Plan***







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

6/27/1907   3   18

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page



IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 463 OF THE ACTS OF 1906 OF THE COMMONWEALTH OF MASSACHUSETTS, THE BOSTON AND ALBANY RAILROAD COMPANY FILES A PLAN OF ADDITIONAL LAND TAKEN FOR THE PURPOSE OF MAKING AND SECURING ITS RAILROAD, AND FOR DEPOT AND STATION PURPOSES AND FOR ONE OR MORE NEW TRACKS IN THE CITY OF SPRINGFIELD AND COUNTY OF HAMPDEN IN SAID COMMONWEALTH AS SHOWN ON THE ACCOMPANYING PLAN.

THE LAND TAKEN CONSISTS OF THREE PARCELS BOUNDED AND DESCRIBED AS FOLLOWS:

**PARCEL No. 1.** BEGINNING AT THE INTERSECTION OF THE NORTHWESTERLY LINE OF SUMMER STREET WITH THE DIVIDING-LINE BETWEEN LAND OF SAMUEL JACOBS AND LAND OF THE BOSTON AND ALBANY RAILROAD COMPANY FORMERLY OF H. G. PUFFER; THENCE RUNNING NORTHWESTERLY BY SAID DIVIDING-LINE ONE HUNDRED AND TWELVE (112) FEET TO THE SOUTHEASTERLY LINE OF A WAY KNOWN AS COLUMBIA STREET OR ATHOL PLACE; THENCE RUNNING SOUTHWESTERLY BY LAND OF SAID RAILROAD COMPANY FORMERLY OF H. G. PUFFER FIFTY-SEVEN AND FIVE TENTHS (57.5) FEET TO THE NORTHEASTERLY LINE OF SPRING STREET; THENCE RUNNING NORTHWESTERLY BY THE NORTHEASTERLY LINE OF SAID SPRING STREET TO THE NORTHWESTERLY LINE OF SAID COLUMBIA STREET; THENCE RUNNING NORTHEASTERLY BOUNDED NORTHWESTERLY BY LAND OF SAID RAILROAD COMPANY ABOUT FOUR HUNDRED AND FOUR (404) FEET TO OTHER LAND OF SAID RAILROAD COMPANY; THENCE RUNNING SOUTHEASTERLY BY SAID LAND OF SAID RAILROAD COMPANY TO LAND FORMERLY OF PATRICK AND CATHARINE GURLEY NOW OF SAID RAILROAD COMPANY; THENCE RUNNING SOUTHWESTERLY BY LAND FORMERLY OF SAID GURLEYS, BY LAND FORMERLY OF L. W. MATCH AND BY LAND FORMERLY OF THE HEIRS OF CAROLINE G. LOVIS NOW OF SAID RAILROAD COMPANY TO THE DIVIDING-LINE BETWEEN SAID LAND FORMERLY OF LOVIS AND LAND OF SAID BIGGINS; THENCE RUNNING SOUTHEASTERLY BY SAID DIVIDING-LINE BETWEEN SAID LAND FORMERLY OF LOVIS AND LAND OF SAID BIGGINS ONE HUNDRED AND TEN AND FIFTY-EIGHT HUNDREDTHS (110.58) FEET TO THE NORTHWESTERLY LINE OF SAID SUMMER STREET; THENCE RUNNING SOUTHWESTERLY BY THE NORTHWESTERLY LINE OF SAID SUMMER STREET TO THE DIVIDING-LINE BETWEEN LAND OF ESTHER FUCHS AND JACOB MEHLMAN AND LAND OF SAID RAILROAD COMPANY FORMERLY OF SARAH M. HARRINGTON; THENCE RUNNING NORTHWESTERLY BY SAID DIVIDING-LINE BETWEEN SAID LAND OF FUCHS AND MEHLMAN AND SAID LAND FORMERLY OF HARRINGTON ONE HUNDRED AND ELEVEN AND FIFTEEN HUNDREDTHS (111.15) FEET TO THE SOUTHEASTERLY LINE OF SAID COLUMBIA STREET; THENCE RUNNING SOUTHWESTERLY BY SAID LAND FORMERLY OF HARRINGTON TO THE DIVIDING-LINE BETWEEN SAID LAND FORMERLY OF HARRINGTON AND LAND OF MAX AND MAX H. MUELLER; THENCE RUNNING SOUTHEASTERLY BY SAID DIVIDING-LINE BETWEEN SAID LAND FORMERLY OF HARRINGTON AND SAID LAND OF MAX AND MAX H. MUELLER TO THE NORTHWESTERLY LINE OF SAID SUMMER STREET; THENCE RUNNING SOUTHWESTERLY BY THE NORTHWESTERLY LINE OF SAID SUMMER STREET TO THE PLACE OF BEGINNING.

**PARCEL No. 2.** BEGINNING AT A POINT IN THE DIVIDING-LINE BETWEEN LAND OF MOSES EHRLICH AND LAND OF SAID RAILROAD COMPANY FORMERLY OF PATRICK AND CATHARINE GURLEY DISTANT FIFTY-SEVEN (57) FEET NORTHWESTERLY FROM THE NORTHWESTERLY LINE OF SUMMER STREET; THENCE RUNNING NORTHWESTERLY BY SAID DIVIDING-LINE ABOUT FIFTY-THREE (53) FEET TO OTHER LAND OF SAID RAILROAD COMPANY; THENCE RUNNING NORTHEASTERLY BY THE DIVIDING-LINE BETWEEN LAND OF SAID EHRLICH AND LAND OF SAID RAILROAD COMPANY TWENTY-ONE AND FIVE TENTHS (21.5) FEET TO A CORNER; THENCE RUNNING NORTHWESTERLY BY THE DIVIDING-LINE BETWEEN LAND OF SAID EHRLICH AND LAND OF SAID RAILROAD COMPANY ABOUT FORTY-SIX (46) FEET TO A STONE MONUMENT SET IN THE GROUND; THENCE RUNNING NORTHEASTERLY BY THE DIVIDING-LINE BETWEEN LAND OF SAID EHRLICH AND LAND OF SAID RAILROAD COMPANY ABOUT ONE HUNDRED AND EIGHTY-THREE (183) FEET TO A POINT DISTANT THIRTY-FOUR (34) FEET SOUTHWESTERLY FROM A STONE MONUMENT SET IN THE GROUND AT THE NORTHEASTERLY CORNER OF LAND OF SAID EHRLICH; THENCE RUNNING SOUTHWESTERLY ABOUT TWO HUNDRED AND TWENTY-SEVEN (227) FEET TO THE PLACE OF BEGINNING.

**PARCEL No. 3.** BEGINNING AT A POINT IN THE DIVIDING-LINE BETWEEN LAND OF THE CITY OF SPRINGFIELD AND LAND OF SAID RAILROAD COMPANY DISTANT TWELVE (12) FEET NORTHWESTERLY FROM THE SAID STONE MONUMENT SET IN THE GROUND AT THE NORTHEASTERLY CORNER OF LAND OF SAID EHRLICH; THENCE RUNNING NORTHWESTERLY BY SAID DIVIDING-LINE BETWEEN LAND OF THE CITY OF SPRINGFIELD AND LAND OF SAID RAILROAD COMPANY ABOUT SIXTY-EIGHT (68) FEET TO A STONE MONUMENT SET IN THE GROUND AT THE NORTHWESTERLY CORNER OF LAND OF THE SAID CITY OF SPRINGFIELD; THENCE RUNNING NORTHEASTERLY BY THE DIVIDING-LINE BETWEEN LAND OF SAID CITY OF SPRINGFIELD AND LAND OF SAID RAILROAD COMPANY ONE HUNDRED AND SEVENTY-SIX (176) FEET; THENCE RUNNING SOUTHWESTERLY BY LAND OF SAID CITY OF SPRINGFIELD ABOUT ONE HUNDRED AND EIGHTY-TWO (182) FEET TO THE PLACE OF BEGINNING.

William Blinn  
Edward B. Davis.

Abby Ballinger  
Reginald F. Stebbins

Charles S. Sargent

Edward D. Hayden

DIRECTORS  
OF THE  
BOSTON & ALBANY  
RAILROAD COMPANY

BOSTON, JUNE 19, 1907.

I HEREBY CERTIFY THAT THIS RECORD OF LOCATION AND PLAN IS PREPARED IN CONFORMITY WITH THE RULES PRESCRIBED BY THE BOARD OF RAILROAD COMMISSIONERS UNDER SECTION 94, PART 2, CHAPTER 463, ACTS OF 1906.

Charles E. Mann

CLERK, BOARD OF R.R. COMMISSIONERS.

Commonwealth of Massachusetts.  
Hampden, ss:  
Office of the clerk of the County Commissioners.  
Received and filed June 27th, 1907.  
Attest.  
Robert O. Morris Clerk.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

6/27/1907   3   19

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

Spring St

Sumner St

Columbia St/Athol Pl

### ***Abutter Names located on Plan***

B & A RR Co

Jacobs, Samuel

Mueller, Max

Mueller, Max H

Fuchs & Mehlman

Biggins, Patrick L

Ehrlich, Moses

### ***Stations***

### ***Landmarks located on Plan***

Parcel # 1

FKA Patrick Curley

FKA H C Puffer

FKA Catherine Curley

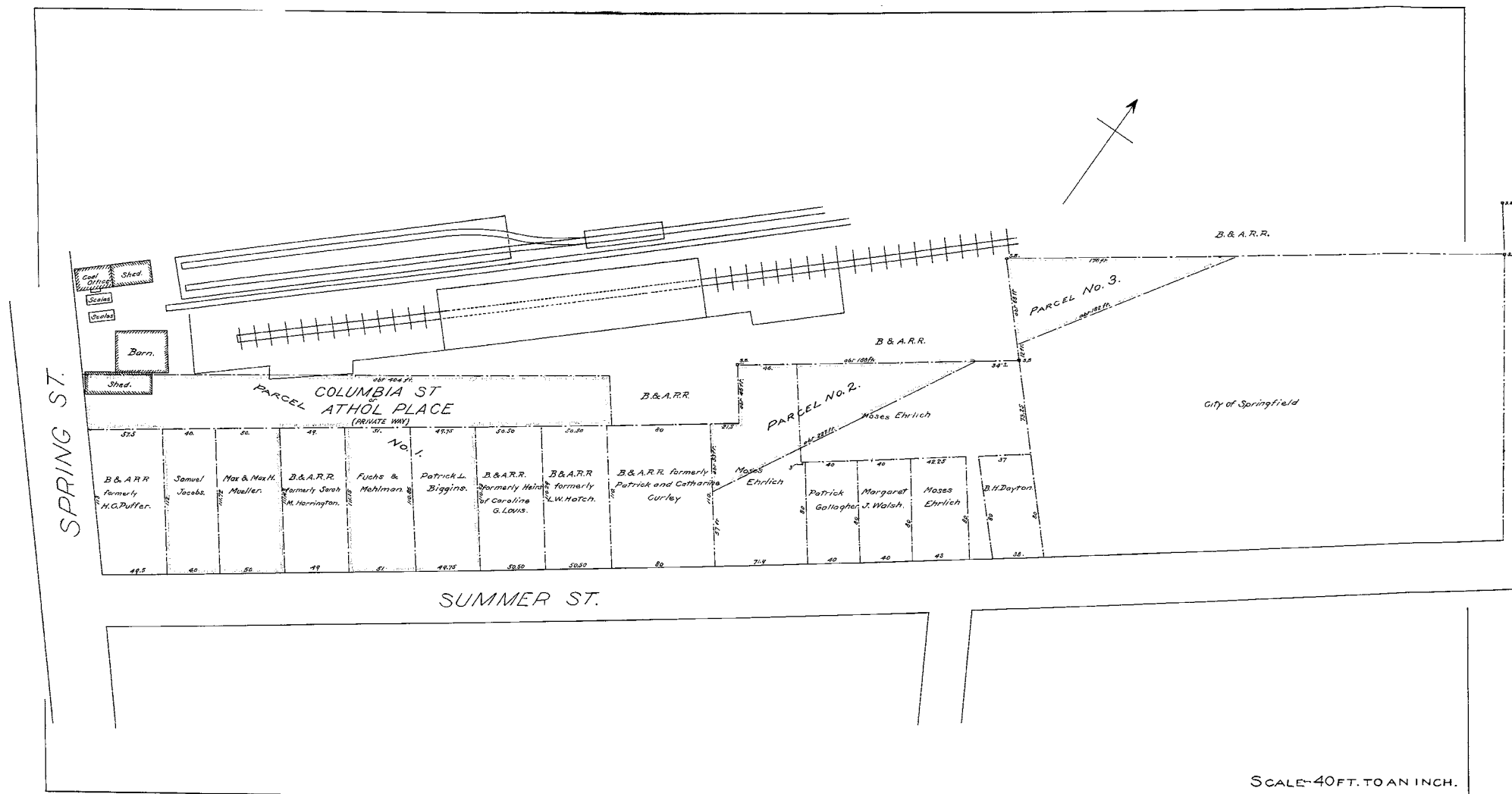
FKA Sarah M Harrington

Parcel # 2

FKA Caroline G Lovis(heirs)

FKA L W Hatch







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co

### ***Date Recorded***

01/18/1908

### ***Sheet***

3

### ***Page***

20

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page



IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 463 OF THE ACTS OF THE COMMONWEALTH OF MASSACHUSETTS, THE BOSTON AND ALBANY RAILROAD COMPANY HEREBY FILES A LOCATION OF LAND PURCHASED BY IT SINCE FEBRUARY 12, 1907, FOR RAILROAD PURPOSES IN THE CITY OF SPRINGFIELD, COUNTY OF HAMPDEN, IN SAID COMMONWEALTH AS SHOWN ON THE ACCOMPANYING PLAN.

SAID LAND PURCHASED FOR RAILROAD PURPOSES CONSISTS OF THREE PARCELS BOUNDED AND DESCRIBED AS FOLLOWS:

Parcel No. 1:

SOUTHERLY BY SUMMER STREET FORTY-NINE AND FIVE TENTHS ( $49\frac{5}{10}$ ) FEET; WESTERLY BY SPRING STREET ONE HUNDRED AND THIRTEEN (113) FEET; NORTHERLY BY COLUMBIA STREET, OTHERWISE CALLED ATHOL PLACE FIFTY-SEVEN AND FIVE TENTHS ( $57\frac{5}{10}$ ) FEET; AND EASTERLY BY LAND FORMERLY OF SAMUEL JACOBS ONE HUNDRED AND TWELVE (112) FEET.

Parcel No. 2:

SOUTHERLY BY SUMMER STREET FORTY-NINE (49) FEET; WESTERLY BY LAND FORMERLY OF MAX AND MAX H. MUELLER ONE HUNDRED AND ELEVEN AND FORTY THREE HUNDREDTHS ( $111\frac{43}{100}$ ) FEET; NORTHERLY BY COLUMBIA STREET, OTHERWISE CALLED ATHOL PLACE FORTY NINE (49) FEET; AND EASTERLY BY LAND FORMERLY OF FURHS AND MEHLMAN ONE HUNDRED AND ELEVEN AND FIFTEEN HUNDREDTHS ( $111\frac{15}{100}$ ) FEET.

Parcel No. 3:

SOUTHERLY BY SUMMER STREET ONE HUNDRED AND EIGHTY-ONE (181) FEET; WESTERLY BY LAND FORMERLY OF PATRICK L. BIGGINS ONE HUNDRED AND TEN AND FIFTY-EIGHT HUNDREDTHS ( $110\frac{58}{100}$ ) FEET; NORTHERLY BY COLUMBIA STREET, OTHERWISE CALLED ATHOL PLACE AND BY LAND OF THE BOSTON AND ALBANY RAILROAD COMPANY ONE HUNDRED AND EIGHTY-ONE (181) FEET; AND EASTERLY BY LAND OF MOSES ENALICH ONE HUNDRED AND TEN (110) FEET.

Edward D. Hayden  
Frederick F. Foster  
Howard L. Davis  
Chas. Ballack  
C. S. Sargent

DIRECTORS  
OF THE  
BOSTON AND ALBANY  
RAILROAD COMPANY

Commonwealth of Massachusetts.

Hampden, ss:

Office of the clerk of the county commissioners.

Received and filed January 29th, 1908.

Attest:

Robert O. Morris (clerk).

Boston, Jan. 18, 1908.

I HEREBY CERTIFY THAT THIS RECORD OF LOCATION AND PLAN IS PREPARED IN CONFORMITY WITH THE RULES PRESCRIBED BY THE BOARD OF RAILROAD COMMISSIONERS UNDER SECTIONS 75, 79 & 81, PART 2, CHAPTER 463, ACTS OF 1906.

Charles E. Mann,

CLERK, BOARD OF R.R. COMMISSIONERS.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

6/27/1907   3   19

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

Spring St

Sumner St

Columbia St/Athol Pl

### ***Abutter Names located on Plan***

B & A RR Co

Jacobs, Samuel

Mueller, Max

Mueller, Max H

Fuchs & Mehlman

Biggins, Patrick L

Ehrlich, Moses

### ***Stations***

### ***Landmarks located on Plan***

Parcel # 1

FKA Patrick Curley

FKA H C Puffer

FKA Catherine Curley

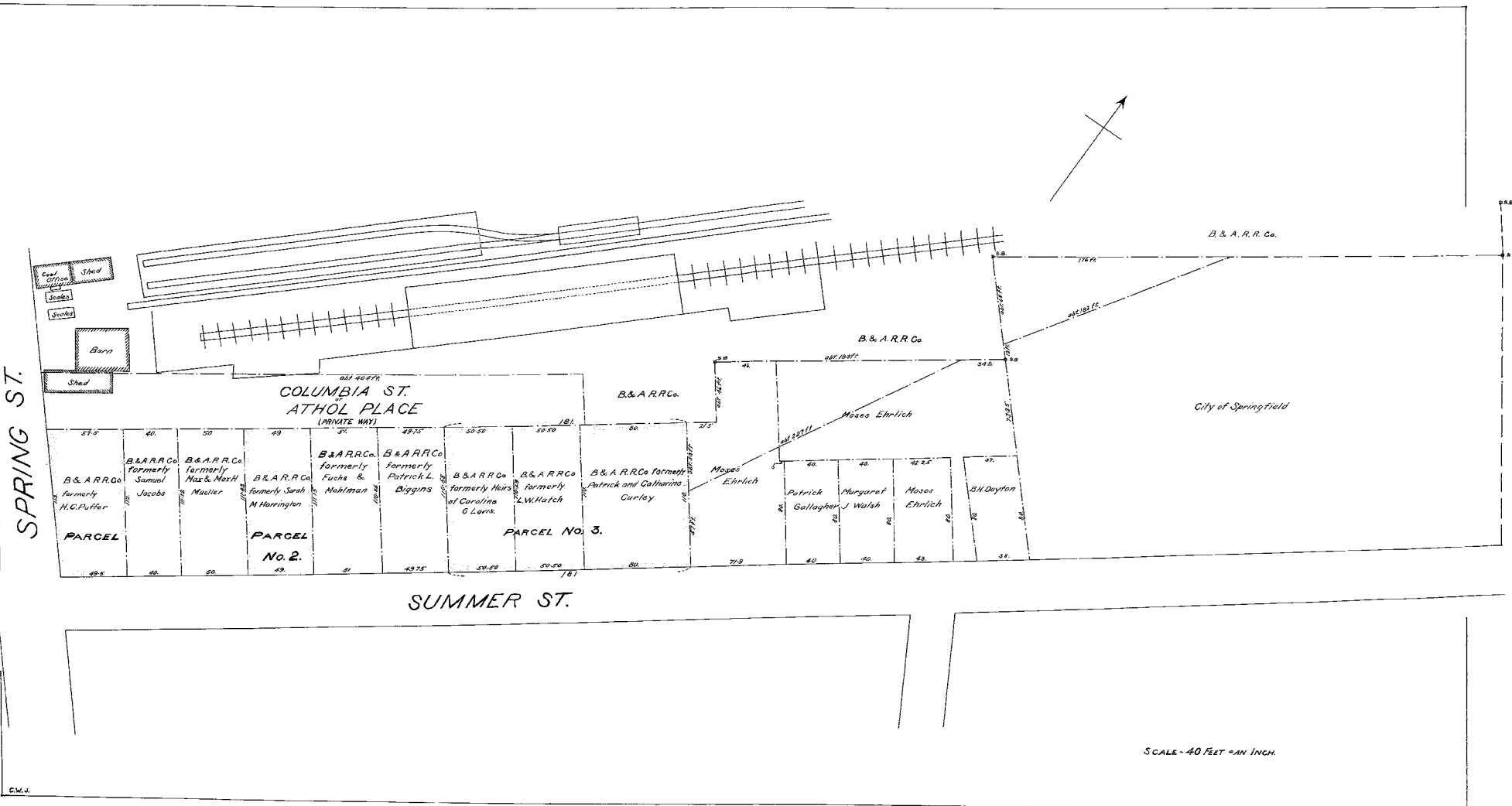
FKA Sarah M Harrington

Parcel # 2

FKA Caroline G Lovis(heirs)

FKA L W Hatch







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

5/19/1919   9A   4

### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description/Signature Page



IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 463 OF THE ACTS OF THE COMMONWEALTH OF MASSACHUSETTS OF 1906, THE BOSTON AND ALBANY RAILROAD COMPANY HEREBY FILES A LOCATION ON LAND PURCHASED BY IT SINCE JULY 24, 1907, FOR RAILROAD PURPOSES IN THE TOWN OF WEST SPRINGFIELD, COUNTY OF HAMPSHIRE IN SAID COMMONWEALTH, AS SHOWN ON THE ACCOMPANYING PLAN.

THE LAND SO LOCATED UPON IS BOUNDED AS FOLLOWS:

BEGINNING AT A STONE MONUMENT SET IN THE GROUND AT THE INTERSECTION OF THE SOUTHWESTERLY LINE OF CORNELL STREET AND THE NORTHWESTERLY LINE OF DAY STREET; THENCE RUNNING SOUTH - WESTERLY BY THE SAID NORTHWESTERLY LINE OF SAID DAY STREET ONE HUNDRED AND FIVE AND EIGHTEEN HUNDREDTHS ( $105\frac{18}{100}$ ) FEET TO OTHER LAND OF SAID RAILROAD COMPANY; THENCE RUNNING NORTHWESTERLY BY SAID OTHER LAND OF SAID RAILROAD COMPANY SIX HUNDRED AND EIGHTY-FIVE AND SIX HUNDREDTHS ( $685\frac{6}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND; THENCE DEFLECTING  $65^{\circ}42'10''$  TO THE LEFT AND RUNNING SOUTHWESTERLY BY SAID OTHER LAND OF SAID RAILROAD COMPANY ONE HUNDRED AND SIXTY-SIX AND TWENTY-FOUR HUNDREDTHS ( $166\frac{24}{100}$ ) FEET; THENCE DEFLECTING TO THE RIGHT  $81^{\circ}48'10''$  AND RUNNING NORTHWESTERLY BY SAID OTHER LAND OF SAID RAILROAD COMPANY FOUR HUNDRED AND SIXTY-TWO AND FIVE HUNDREDTHS ( $462\frac{5}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND ON THE DIVIDING - LINE BETWEEN LAND OF SAID RAILROAD COMPANY AND LAND OF RICHARD L. COOLEY; THENCE RUNNING NORTHEASTERLY BY LAND OF SAID COOLEY ONE HUNDRED AND FIFTEEN AND EIGHTY HUNDREDTHS ( $115\frac{80}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND; THENCE RUNNING NORTHEASTERLY BY LAND OF SAID COOLEY FIFTY-SEVEN AND TWENTY-TWO HUNDREDTHS ( $57\frac{22}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND ON THE DIVIDING-LINE BETWEEN LAND OF SAID RAILROAD COMPANY AND LAND OF SANFORD TREADWELL ET AL.; THENCE RUNNING SOUTHEASTERLY BY LAND OF SAID TREADWELL ET AL. FIVE HUNDRED AND TWENTY-ONE AND SIXTY-SEVEN HUNDREDTHS ( $521\frac{67}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND ON THE NORTHWESTERLY LINE OF COLD SPRING AVENUE; THENCE RUNNING SOUTHWESTERLY BY THE SAID NORTHWESTERLY LINE OF SAID COLD SPRING AVENUE TWENTY-ONE AND SEVENTY-THREE HUNDREDTHS ( $21\frac{73}{100}$ ) FEET; THENCE RUNNING SOUTHEASTERLY BY SAID COLD SPRING AVENUE FIFTY ( $50$ ) FEET TO A STONE MONUMENT SET IN THE GROUND ON THE SOUTHWESTERLY LINE OF SAID CORNELL STREET; THENCE RUNNING SOUTHEASTERLY BY THE SAID SOUTHWESTERLY LINE OF SAID CORNELL STREET SIX HUNDRED AND FORTY-FOUR AND FIFTY-FOUR HUNDREDTHS ( $644\frac{54}{100}$ ) FEET TO THE PLACE OF BEGINNING.

E. D. Hoagden  
Frank S. Davis  
Reginald B. Sturges  
Charles W. Brown  
C. L. Sargent

DIRECTORS  
OF THE  
BOSTON & ALBANY  
RAILROAD COMPANY.

Commonwealth of Massachusetts.

Hampden, ss.

Office of the Clerk of the County Commissioners.

Received and filed July 15, 1908

Attest:

Robert O. Morris, Clerk.

Boston, July 9, 1908.

I HEREBY CERTIFY THAT THIS RECORD OF LOCATION AND PLAN IS PREPARED IN CONFORMITY WITH THE RULES PRESCRIBED BY THE BOARD OF RAILROAD COMMISSIONERS UNDER SECTIONS 75, 78 & 81, PART II, CHAPTER 463, ACTS OF 1906.

Charles E. Mann

Clerk, Board of R.R. Commissioners.



## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Boston & Albany Railroad

### *Date Recorded*   *Sheet*   *Page*

7/10/1919   9A   5

### *Towns located on Plan*

West Springfield

### *Roads located on Plan*

Day St

Cornell St

Union St

### *Abutter Names located on Plan*

Boston & Albany RR Co

Gordon, Gurdon FKA

United Drop Forge Co

Smith, Pamela C

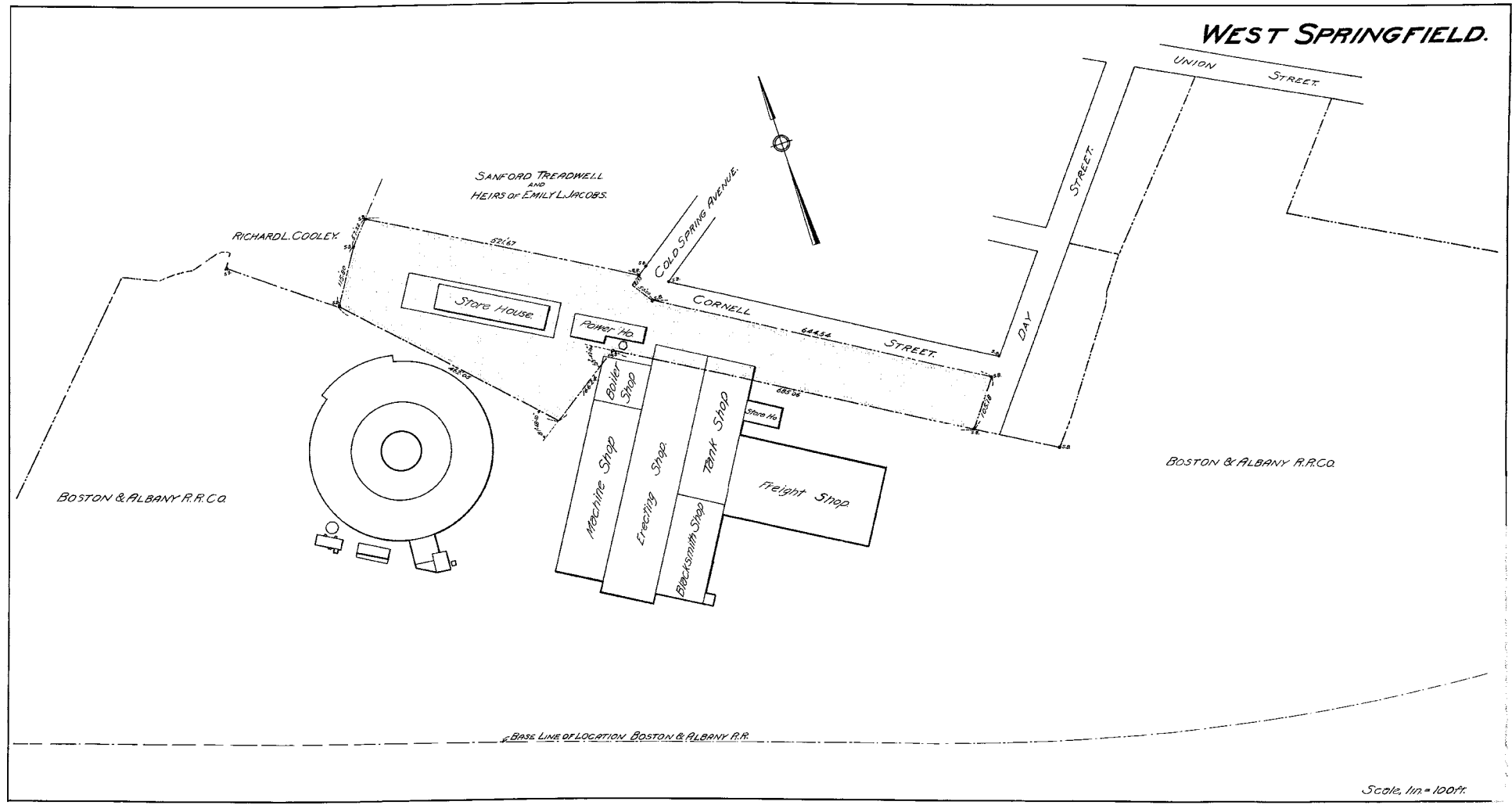
Allen, Jane (heirs of)

### *Stations*

### *Landmarks located on Plan*



# WEST SPRINGFIELD.



Scale, 1 in. = 100 ft.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***

### ***Sheet***

### ***Page***

4

1

***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page





In accordance with the provisions of Chapter 356 of the Statutes of 1895 and of Chapter 78 of the Statutes of 1896 of the Commonwealth of Massachusetts, The Boston and Albany Railroad Company hereby files a location of land purchased or acquired by it before May 9, 1895, for railroad purposes in the County of Hampden in said Commonwealth as shown on the accompanying plans. Said land purchased or acquired for railroad purposes consists of twenty-five parcels bounded and described as follows:

The first parcel is situated in the town of Palmer and is bounded as follows: Beginning at the intersection of the northerly side line of the location of The Boston and Albany Railroad filed December 17, 1838, with the dividing-line between land of The Boston and Albany Railroad Company and land of William Buckenidge; thence running northeasterly by land of said Buckenidge one hundred and forty-seven and  $\frac{11}{16}$  (147  $\frac{11}{16}$ ) feet to Park Street; thence running northwesterly by said Park Street one thousand and seventy-five and  $\frac{1}{2}$  (1075  $\frac{1}{2}$ ) feet to a wall; thence running southwesterly by said wall thirty-seven and  $\frac{1}{2}$  (37  $\frac{1}{2}$ ) feet to the said northerly side line of said location of said railroad; thence running southeasterly by the said northerly side line of said location to the place of beginning.

The second parcel is also situated in said town of Palmer and is bounded as follows:

Beginning at an iron rail imbedded in the ground at the intersection of the northerly side line of the location of The Boston and Albany Railroad filed December 17, 1838, with the dividing-line between land of The Boston and Albany Railroad Company and land of Asa Paul Lawrence; thence running northeasterly by land of said Lawrence and of A. C. Paper and land of C. P. Ryan three hundred and thirty-one (331) feet to Park Street; thence running south-easterly by said Park Street seven hundred and eighty-eight and  $\frac{1}{2}$  (788  $\frac{1}{2}$ ) feet to the said northerly side line of said location of said railroad; thence running northwesterly by said northerly side line of said location to the place of beginning.

The third parcel is also situated in the said town of Palmer and is bounded northwesterly by Commercial Street, northeasterly by Main Street and southwesterly by the northerly side line of the location of The Boston and Albany Railroad filed December 17, 1838.

The fourth parcel is also situated in the said town of Palmer and is bounded as follows: Beginning at the intersection of the southerly side line of the location of The Boston and Albany Railroad filed December 17, 1838, with the southeasterly line of Commercial Street; thence running southeasterly by said Commercial Street sixty-one and  $\frac{1}{2}$  (61  $\frac{1}{2}$ ) feet; thence deflecting to the left 92° 45' and running southeasterly forty-one (41) feet to a stone monument set in the ground; thence deflecting to the left 71° 15' and running southeasterly by the location of The New London and Northern Railroad one hundred and fifty-four (154) feet to a stone monument set in the ground; thence deflecting to the right 39° 20' and running southeasterly by the said location of The New London and Northern Railroad four hundred and twelve (412) feet; thence deflecting to the left 97° 15' and running northeasterly by the dividing-line between land of The Boston and Albany Railroad Company and land of The New London and Northern Railroad Company and by said dividing-line extended to the said southerly side line of the said location of The Boston and Albany Railroad; thence running northwesterly by the said southerly side line of said location to the place of beginning.

The fifth parcel is situated in that part of the town of Wilbraham called North Wilbraham and is bounded as follows:

Beginning at the intersection of the northerly side line of the location of The Boston and Albany Railroad filed December 17, 1838, with the dividing-line between land of The Boston and Albany Railroad Company and land of The Collins Manufacturing Company; thence North 6° East by said dividing-line eighty-two and  $\frac{1}{2}$  (82  $\frac{1}{2}$ ) feet; thence running South 84° East parallel with the said northerly side line of said location to the Old Ludlow Road; thence running southerly by said Old Ludlow Road to a point distant forty-nine and  $\frac{1}{2}$  (49  $\frac{1}{2}$ ) feet northerly from the said northerly side line of said location of said railroad measured at right angles therewith; thence running easterly and southeasterly by the way built in substitution for the grade crossing just east of the North Wilbraham Station as ordered by a decree of the Superior Court of Hampden County, Massachusetts, filed July 9, 1891, to the said northerly side line of the location of said railroad; thence running westerly by the said northerly side line of said location to the place of beginning.

The sixth parcel is also situated in that part of said Wilbraham called North Wilbraham and is bounded northerly by the southerly side line of the location of The Boston and Albany Railroad filed December 17, 1838, there measuring one hundred (100) feet easterly by the Old Ludlow Road there measuring forty-four (44) feet, southerly by the old highway leading from Springfield to Palmer; and westerly by a passage-way thirty feet in width.

The seventh parcel is situated in that part of the City of Springfield called Indian Orchard and is bounded northerly by Oak Street, easterly by Parker Street, southerly by the northerly side line of the location of The Boston and Albany Railroad filed December 17, 1838, and westerly by the easterly line of The Indian Orchard Branch Railroad belonging to The Indian Orchard Company.

The eighth parcel is also situated in the said City of Springfield and is bounded as follows:

Beginning at the intersection of the southerly side line of the location of The Boston and Albany Railroad filed December 17, 1838, with the dividing-line between land of The Boston and Albany Railroad Company and land of the heirs of James M. Thompson; thence running South 16° 36' East two hundred and sixty-seven and  $\frac{1}{2}$  (267  $\frac{1}{2}$ ) feet; thence running South 65° 47' West one hundred and forty-four and  $\frac{1}{2}$  (144  $\frac{1}{2}$ ) feet; thence running South 53° 31' West one hundred and fifty-five and  $\frac{1}{2}$  (155  $\frac{1}{2}$ ) feet; thence running South 45° 40' West eighty-one and  $\frac{1}{2}$  (81  $\frac{1}{2}$ ) feet; thence running South 43° 03' West eighty-three and  $\frac{1}{2}$  (83  $\frac{1}{2}$ ) feet; thence running South 38° 40' 30" West two hundred and fifty and  $\frac{1}{2}$  (250  $\frac{1}{2}$ ) feet; thence running South 18° 24' 30" West eighty-seven and  $\frac{1}{2}$  (87  $\frac{1}{2}$ ) feet; thence running South 15° 05' 30" West seventy-eight (78) feet; thence running South 8° 58' West two hundred and twelve and  $\frac{1}{2}$  (212  $\frac{1}{2}$ ) feet to Bay Street; thence running South 27° 14' West on said Bay Street twenty-six and  $\frac{1}{2}$  (26  $\frac{1}{2}$ ) feet to Oak Grove Cemetery; thence running South 83° 53' West by said Cemetery one thousand one hundred and

ninety and  $\frac{1}{2}$  (190  $\frac{1}{2}$ ) feet; thence running South  $74^{\circ} 44'$  West six hundred and eighty-six and  $\frac{1}{2}$  (686  $\frac{1}{2}$ ) feet to a stone monument set in the ground; thence running South  $78^{\circ} 15' 30''$  West one hundred and twenty and  $\frac{1}{2}$  (120  $\frac{1}{2}$ ) feet to a stone monument set in the ground; thence running North  $55^{\circ} 35' 30''$  West passing through a stone monument set in the ground on the dividing line between land of the heirs of James M. Thompson and land of The New England Railroad Company; four hundred and fifty-two and  $\frac{1}{2}$  (452  $\frac{1}{2}$ ) feet to the said southerly side line of said location of said railroad; thence running northeasterly by the said southerly side line of said location to the place of beginning.

The ninth parcel is also situated in the said City of Springfield and is bounded as follows:

Beginning at the intersection of the northerly side line of the location of The Boston and Albany Railroad filed December 17, 1838, with the easterly line of St. James Avenue; thence running northerly by the said easterly line of said St. James Avenue to a point distant one hundred and eight and  $\frac{1}{2}$  (108  $\frac{1}{2}$ ) feet northeasterly from the base line of said location filed December 17, 1838, measured at right angles therewith; thence running North  $65^{\circ} 30'$  East nine hundred and eight (908) feet; thence running North  $68^{\circ} 45'$  East four hundred and fifty (450) feet; thence running North  $82^{\circ} 30'$  East eight hundred and  $\frac{1}{2}$  (800  $\frac{1}{2}$ ) feet; thence running North  $76^{\circ} 30'$  East five hundred and twenty (520) feet; thence running North  $73^{\circ} 27'$  East four hundred and eight and  $\frac{1}{2}$  (408  $\frac{1}{2}$ ) feet; thence running North  $75^{\circ}$  East four hundred and fifty-two and  $\frac{1}{2}$  (452  $\frac{1}{2}$ ) feet to land belonging to the heirs of James M. Thompson; thence running South  $13^{\circ} 15'$  East one hundred and thirty-two and  $\frac{1}{2}$  (132  $\frac{1}{2}$ ) feet to the said northerly side line of the said location filed December 17, 1838; thence running southwesterly by the said northerly side line of said location to the place of beginning.

The tenth parcel is also situated in the said City of Springfield and is bounded as follows:

Beginning at a stone monument set in the ground on the southerly side line of the location of The Boston and Albany Railroad filed December 17, 1838, distant eighty-one and  $\frac{1}{2}$  (81  $\frac{1}{2}$ ) feet southwesterly from the southwesterly line of Armory Street; thence running South  $35^{\circ} 31' 35''$  West four hundred and seventy-three and  $\frac{1}{2}$  (473  $\frac{1}{2}$ ) feet to a stone monument set in the ground distant sixty (60) feet south-easterly from the said southerly side line of said location measured at right angles therewith; thence running South  $42^{\circ} 58'$  West parallel with said southerly side line of said location and distant sixty (60) feet southeasterly therefrom four hundred and twenty-seven and  $\frac{1}{2}$  (427  $\frac{1}{2}$ ) feet to a stone monument set in the ground; thence running South  $51^{\circ} 21'$  West eighty-nine (89) feet; thence running North  $38^{\circ} 35'$  West fifty and  $\frac{1}{2}$  (50  $\frac{1}{2}$ ) feet to the said southerly side line of said location of The Boston and Albany Railroad; thence running northeasterly by the said southerly side line of said location one hundred and fifty-eight (158) feet to the place of beginning.

The eleventh parcel is also situated in the said City of Springfield and is bounded as follows:

Beginning at the intersection of the northerly side line of the location of The Boston

and Albany Railroad filed December 17, 1838, with the northeasterly line of Chestnut Street; thence running northwesterly by the said northeasterly line of said Chestnut Street to a point distant one hundred and fifty-nine and  $\frac{1}{2}$  (159  $\frac{1}{2}$ ) feet northwesterly from the base line of said location of said railroad measured along the said northeasterly line of said Chestnut Street; thence running North  $42^{\circ} 49'$  East two hundred and four and  $\frac{1}{2}$  (204  $\frac{1}{2}$ ) feet; thence running North  $4^{\circ} 40'$  West eighty-six and  $\frac{1}{2}$  (86  $\frac{1}{2}$ ) feet; thence running North  $44^{\circ} 27'$  East one hundred and twelve and  $\frac{1}{2}$  (112  $\frac{1}{2}$ ) feet; thence running North  $41^{\circ} 24'$  West fifty and  $\frac{1}{2}$  (50  $\frac{1}{2}$ ) feet to Charles Street; thence running North  $3^{\circ} 17'$  East by said Charles Street by land of Amos Horgan and by land of R. F. Hawley three hundred and ninety-eight and  $\frac{1}{2}$  (398  $\frac{1}{2}$ ) feet; thence running North  $47^{\circ} 06'$  West by land of said Hawley one hundred and forty-eight and  $\frac{1}{2}$  (148  $\frac{1}{2}$ ) feet to Liberty Street; thence running northeasterly by said Liberty Street one thousand three hundred and ninety-three and  $\frac{1}{2}$  (1393  $\frac{1}{2}$ ) feet to land belonging to the estate of John B. Adams; thence running South  $60^{\circ} 58'$  East by said Adams' estate three hundred and ninety-five and  $\frac{1}{2}$  (395  $\frac{1}{2}$ ) feet to the said northerly side line of said location of said railroad; thence running southwesterly by the said northerly side line of said location to the place of beginning.

The twelfth parcel is situated in the town of West Springfield and is bounded northwesterly by the southerly side line of the location filed by The Boston and Albany Railroad Company October 11, 1883, there measuring two hundred (200) feet; northeasterly by the Connecticut River there measuring one hundred (100) feet; southeasterly by land of Fred M. Flagg and by Globe Street there measuring two hundred (200) feet; and southwesterly by land of Mrs. Mary Muldrough there measuring one hundred (100) feet.

The thirteenth parcel is also situated in the said town of West Springfield and is bounded northwesterly by Chapin Street, there measuring five hundred (500) feet; northeasterly by the Connecticut River; southeasterly by the northerly side line of the location filed by The Boston and Albany Railroad Company October 11, 1883; and southwesterly by a passageway twenty-five (25) feet wide and by land belonging to the estate of Jonas Baker.

The fourteenth parcel is also situated in the said town of West Springfield and is bounded as follows:

Beginning at the intersection of the northerly side line of the location filed by The Boston and Albany Railroad Company October 11, 1883, with the southwesterly line of Main Street; thence running southwesterly by the said northerly side line of said location to the northwesterly line of Union Street; thence running northwesterly by the said northwesterly line of said Union Street to a point distant one hundred and five (105) feet northwesterly from the base line of said location filed October 11, 1883; thence running northeasterly by a line parallel with and distant one hundred and fifty (105) feet northwesterly from said base line to the said southwesterly line of said Union Street; thence running southeasterly by the said southwesterly line of said Union Street to the place of beginning.

The fifteenth parcel is also situated in the said town of West Springfield and is bounded as follows:

Beginning at the intersection of the southerly side line of the location filed by The Boston and Albany Railroad Company, October 11, 1883, with the southerly line of Union Street; thence running southeasterly by the said southerly line of said Union Street thirty-two (32) feet to Bridge Street; thence running southeasterly by said Bridge Street one thousand and thirty-six (1326) feet to land belonging to the estate of Royal Phillips; thence running North  $61^{\circ} 40'$  West seven hundred and thirty-four (734) feet to a stone monument set in the ground; thence running North  $75^{\circ} 46'$  West seven hundred and forty-nine and  $\frac{1}{2}$  (749  $\frac{1}{2}$ ) feet to a stone monument set in the ground; thence running South  $4^{\circ} 12'$  West seventy-seven and  $\frac{1}{2}$  (77  $\frac{1}{2}$ ) feet to a stone monument set in the ground; thence running North  $59^{\circ} 08'$  West by land of the heirs of Jeremiah Caldwell eight hundred and eighty-two (882) feet to the said southerly side line of said location filed October 11, 1883; thence running southeasterly, easterly and northeasterly by the said southerly line of said location to the place of beginning.

The sixteenth parcel is also situated in the said town of West Springfield and is bounded northeasterly by the said southerly side line of said location filed October 11, 1883; southeasterly by land of Margaret Deay three measuring one hundred and twenty-nine and  $\frac{1}{2}$  (129  $\frac{1}{2}$ ) feet; and southeasterly by land of Jeremiah Caldwell three measuring two hundred and thirty-six and  $\frac{1}{2}$  (236  $\frac{1}{2}$ ) feet.

The seventeenth parcel is also situated in the said town of West Springfield and is bounded as follows:

Beginning at the intersection of the northerly side line of the location filed by The Boston and Albany Railroad Company, October 11, 1883, with the dividing line between land of said railroad company and land of John Hogan; thence running North  $43^{\circ} 03'$  East nine hundred and twenty-seven (927) feet to the center of a ditch; thence running easterly by the center of said ditch by land of Richard Cooley about one hundred and twenty (120) feet to land of Mrs. Dr. Jacobs and Mrs. Lydia Tracadwell; thence running southeasterly thirty (30) feet to a stone monument set in the ground; thence running South  $02^{\circ}$  East two hundred and twenty (220) feet to a stone monument set in the ground; thence running South  $48^{\circ} 15'$  East four hundred and twenty-seven (427) feet to a stone monument set in the ground on the northwesterly line of Old Spring Road; thence continuing in the same course across said Old Spring Road to the southeasterly side thereof; thence running northeasterly by the said southeasterly side of said Old Spring Road to land of said Adams and Cornell; thence running South  $59^{\circ} 08'$  East eight hundred and fifty-four (854) feet to a stone monument set in the ground; thence running North  $40^{\circ} 28'$  East thirty-nine and  $\frac{1}{2}$  (39  $\frac{1}{2}$ ) feet; thence running North  $35^{\circ} 41'$  East two hundred and twenty-nine and  $\frac{1}{2}$  (229  $\frac{1}{2}$ ) feet; thence running North  $26^{\circ} 02'$  East thirty-five and  $\frac{1}{2}$  (35  $\frac{1}{2}$ ) feet; thence running North  $35^{\circ} 54'$  East eighty and  $\frac{1}{2}$  (80  $\frac{1}{2}$ ) feet to a stone monument set in the ground; thence running

North  $45^{\circ} 38'$  East one hundred and thirty-four and  $\frac{1}{2}$  (134  $\frac{1}{2}$ ) feet to a stone monument set in the ground; thence running North  $46^{\circ} 55'$  East two hundred and thirty (230) feet to the southwesterly line of Union Street; thence running South  $68^{\circ} 41'$  East by said Union Street two hundred and sixty (260) feet to land belonging to the estate of Grace Jacobs; thence running South  $40^{\circ} 13'$  West two hundred and thirty-eight (238) feet; thence running South  $60^{\circ} 17'$  East one thousand five hundred and seventy (1570) feet to the said northerly side line of said location filed October 11, 1883; thence running southwesterly, westerly and northwesterly by said northerly side line of said location to the place of beginning.

The eighteenth parcel is situated in the town of Westfield and is bounded northeasterly by the southerly side line of the location filed by The Boston and Albany Railroad Company, October 11, 1883; southeasterly by a ditch on the dividing line between said parcel and land of Michael O'Day, Dilancy Street and land of Peter Lynch; southwesterly by the Westfield River; and northwesterly by the road leading from the Old Pchassic Road to the Westfield River and by said Old Pchassic Road.

The nineteenth parcel is also situated in the said town of Westfield and is bounded southwesterly by the southerly side line of the location filed by The Boston and Albany Railroad Company, October 11, 1883, three measuring one hundred and thirty-two (132) feet; northwesterly by land of H.C. Buschmann three measuring one hundred and seventeen and  $\frac{1}{2}$  (117  $\frac{1}{2}$ ) feet; northeasterly by Corfax Street three measuring one hundred and thirty-two (132) feet; and southeasterly by land of David Shurtleff.

The twentieth parcel is also situated in the said town of Westfield and is bounded northeasterly by Old Pchassic Street; southeasterly by North Elm Street; southwesterly by the northerly side line of the location filed by The Boston and Albany Railroad Company, October 11, 1883; and northwesterly by the southeasterly side line of the location filed by The New Haven and Northampton Railroad Company, March 6, 1880.

The twenty-first parcel is also situated in the said town of Westfield and is bounded northerly by Pchassic Street and by land of The New York, New Haven and Hartford Railroad Company; southeasterly by the northwesterly side line of the location filed by The New Haven and Northampton Railroad Company, March 6, 1880; and southwesterly by the northerly side line of the location filed by The Boston and Albany Railroad Company, October 11, 1883.

The twenty-second parcel is also situated in the said town of Westfield and is bounded northeasterly by the southerly side line of the location filed by The Boston and Albany Railroad Company; southeasterly by North Elm Street; southwesterly by said North Elm Street and by land of S.A. and P.A. Allen; and northwesterly by the southeasterly side line of the location filed by The New Haven and Northampton Railroad Company, March 6, 1880.

The twenty-third parcel is also situated in the said town of Westfield and is

bounded as follows:

Beginning at the intersection of the southerly side line of the location filed by The Boston and Albany Railroad Company October 11, 1883, with the northwesterly side line of the location filed by The New Haven and Northampton Railroad Company March 6, 1880; thence running southwesterly by the said northwesterly side line of the said location of The New Haven and Northampton Railroad, fifty-seven and  $\frac{1}{2}$  (57  $\frac{1}{2}$ ) feet; thence running North 63° 13' West three hundred and forty-nine (349) feet; thence running South 16° 17' West eleven and  $\frac{2}{3}$  (11  $\frac{2}{3}$ ) feet; thence running North 56° 35' West two hundred and nineteen and  $\frac{1}{2}$  (219  $\frac{1}{2}$ ) feet to the said southerly side line of the said location of The Boston and Albany Railroad; thence running southeasterly by the said southerly side line of said location to the place of beginning.

The twenty-fourth parcel is situated in the town of Chester and is bounded as follows:

Beginning at the intersection of the easterly side line of the location filed by The Boston and Albany Railroad Company October 11, 1883, with the dividing line between land of The Boston and Albany Railroad Company and land of Augustine Bartlett; thence running North 71° 04' East forty-five and  $\frac{1}{2}$  (45  $\frac{1}{2}$ ) feet; thence running southerly parallel with the said easterly side line of said location one hundred and three and  $\frac{1}{2}$  (103  $\frac{1}{2}$ ) feet; thence running northwesterly ninety-nine (99) feet to an iron nail imbedded in the ground; thence running southeasterly one thousand and twenty-four and  $\frac{1}{2}$  (1024  $\frac{1}{2}$ ) feet to a stone monument set in the ground; thence running South 65° 22' West to the said easterly side line of said location filed October 11, 1883; thence running northwesterly by the said easterly side line of said location to the place of beginning.

The twenty-fifth parcel is also situated in the said town of Chester and is bounded as follows:

Beginning at the intersection of the westerly side line of the location filed by The Boston and Albany Railroad Company October 11, 1883, with the dividing line between land of The Boston and Albany Railroad Company and land of John Williams; thence running South 56° 52' West ninety-nine (99) feet; thence running northwesterly eighty-seven and  $\frac{1}{2}$  (87  $\frac{1}{2}$ ) feet to a point distant one hundred (100) feet northwesterly from the said westerly side line of said location measured at right angles therewith; thence running northwesterly by a line parallel with and everywhere distant one hundred (100) feet northwesterly from the said westerly side line of said location to the northeastern corner of land of Apphus Wolcott; thence running westerly by said Wolcott's land to River Street; thence running northerly by said River Street to the said westerly side line of said location; thence running southerly and southeasterly by the said westerly side line of said location to the place of beginning.

The twenty-sixth parcel is also situated in the said town of Chester and is bounded as follows:

Beginning at the intersection of the westerly side line of the location filed by The Boston and Albany Railroad Company October 11, 1883, with the Hatfield River at or near Bridge

No. 133; thence running southwesterly on the southeasterly bank of said river to a yellow birch tree at land of Timothy Telfe; thence running southeasterly one hundred and four (104) feet to a red oak on the east bank of said river; thence running down the east bank of said river at low water mark to the said westerly side line of said location filed October 11, 1883; thence running northwesterly by said westerly side line of said location about one hundred and thirty (130) rods to the place of beginning.

Edward D. Hayden  
 E. B. Childs  
 J. Angell  
 Edward L. Davis  
 Thomas Parker  
 Samuel  
 Wm. L. Smith

Hampden, ss.  
 Office of the Clerk of the County Commissioners.  
 Filed Feb. 13th, 1897.  
 Attest:

Robert O Morris Clerk

Boston, Feb. 9, 1897.  
 I certify that this record of location of land in Hampden County is prepared in conformity with the Rules prescribed by the Board of Railroad Commissioners under section 93, chap. 112, 1885.

Wm. L. Smith



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

2/13/1897

4

5

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

Commercial St

Main St

Walnut St

Central St

Church St

### ***Abutter Names located on Plan***

Boston & Albany RR Co

Central Vermont RR Co

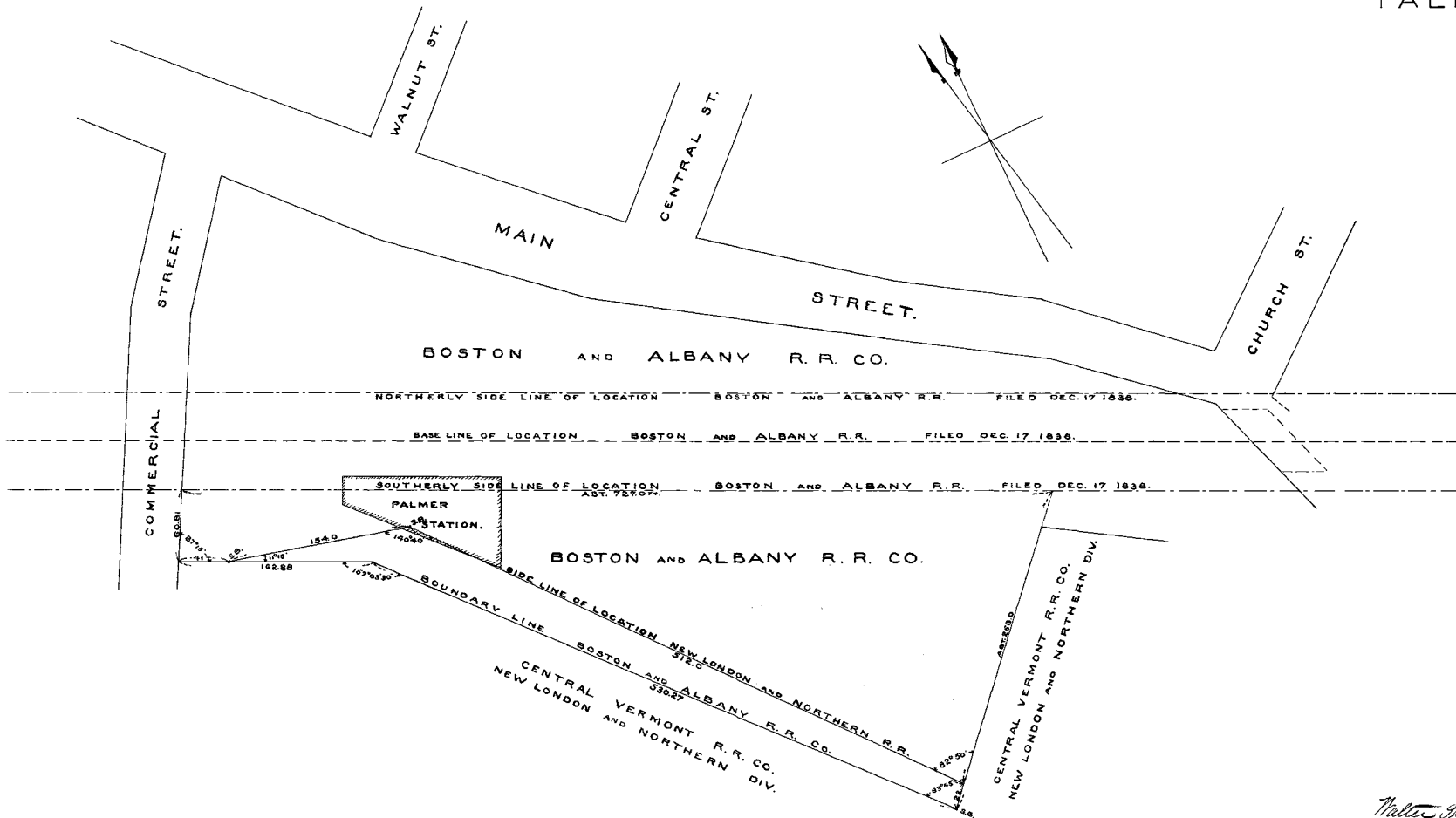
### ***Stations***

### ***Landmarks located on Plan***

New London & Vermont Div

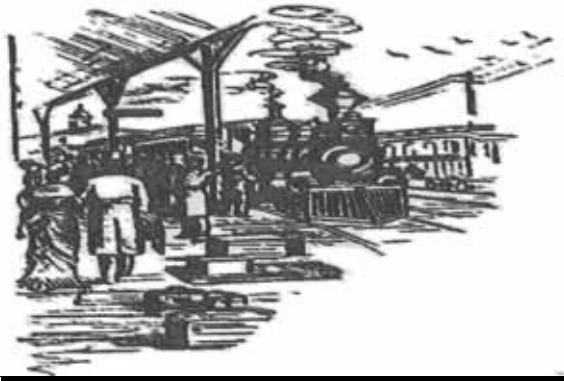


PALMER.



*Walter Shepard*  
Chief Engineer  
1862

Scale - 50 FT. TO AN INCH.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

2/13/1897            4            6

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

Park St

### ***Abutter Names located on Plan***

Pryon, C P

Roper, A L

Lawrence, Hubbard

Boston & Albany RR Co

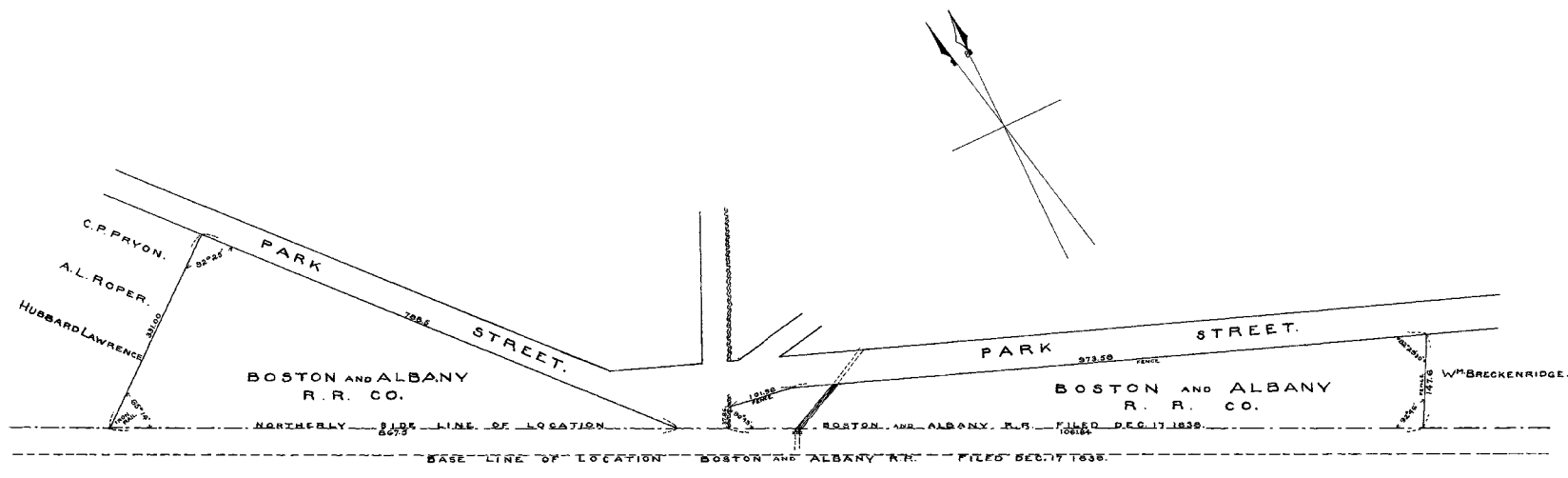
Breckenridge, Wm

### ***Stations***

### ***Landmarks located on Plan***



PALMER.



*Walter Shepard*  
Chief Engineer  
B. & A. R.R.

SCALE-100 FT. TO AN INCH.





## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Boston & Albany Railroad

### *Date Recorded*   *Sheet*   *Page*

2/13/1897   4   7

### *Towns located on Plan*

Springfield

### *Roads located on Plan*

Oak St

Parker St

### *Abutter Names located on Plan*

Indian Orchard Co

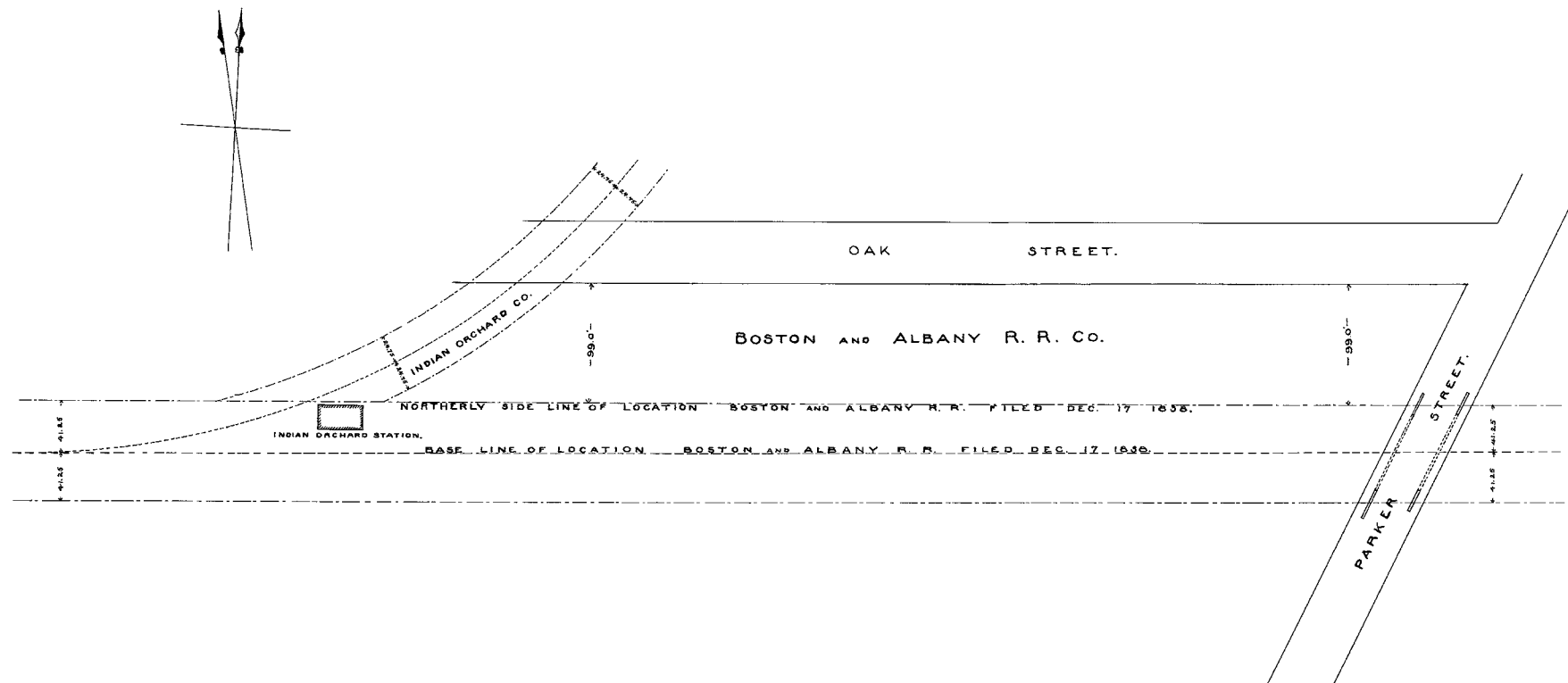
Boston & Albany RR Co

### *Stations*

### *Landmarks located on Plan*



SPRINGFIELD.  
(INDIAN ORCHARD.)



Walter Shepard  
Chief Engineer  
B. & A. R.R.

SCALE—50 FT. TO AN INCH.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

2/13/1897      4      8

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

St James Av

Bay St

### ***Abutter Names located on Plan***

New England RR Co

Boston & Albany RR Co

Thompson, Jas M (heirs)

Shaw, BJ

Shaw, Chas R

Thompson, Jas M (heirs)

### ***Stations***

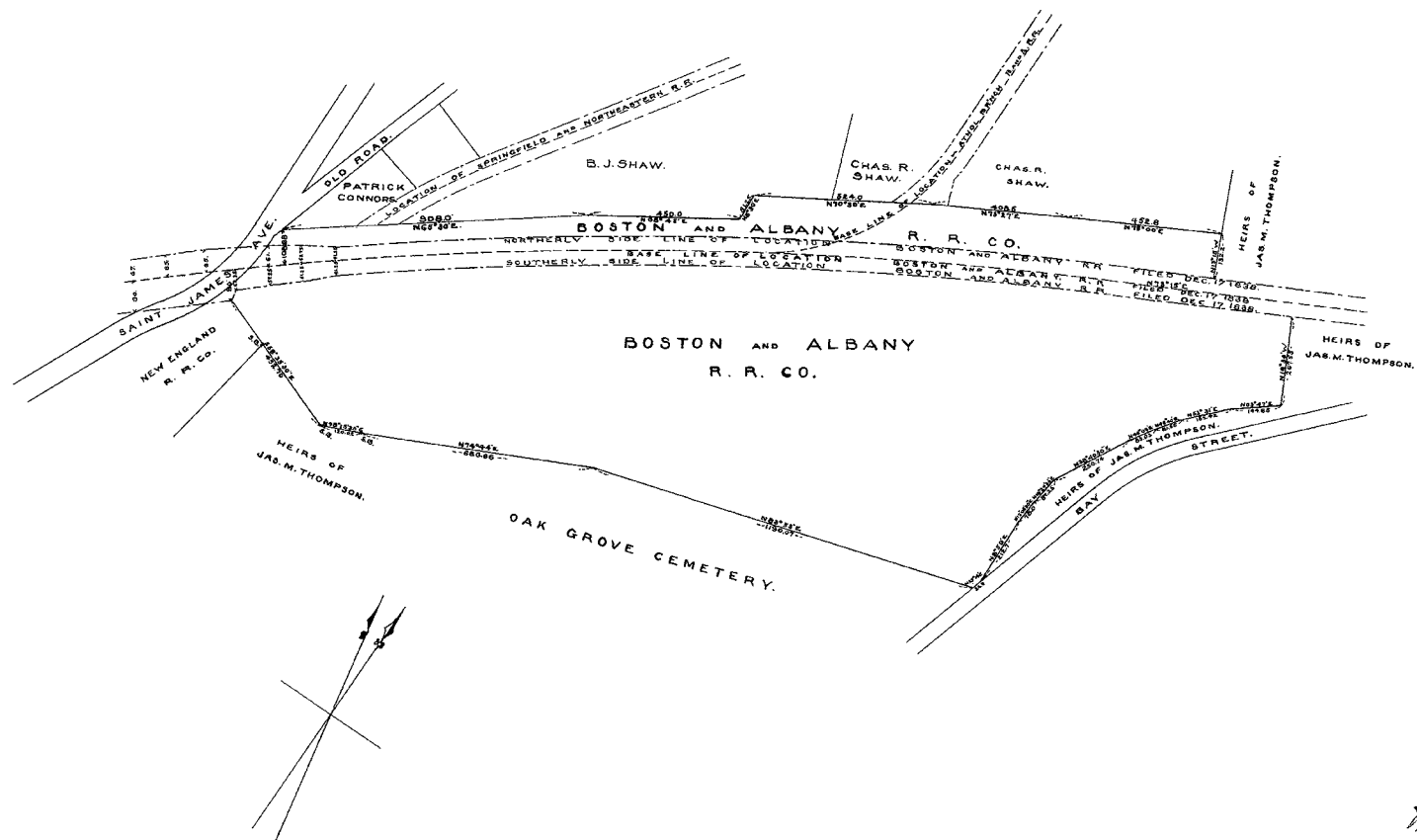
### ***Landmarks located on Plan***

Olf Rd

Oak Grove Cemetery



SPRINGFIELD.



Walter Shepard  
Chief Engineer  
B. & A. R.

SCALE-200 FT. TO AN INCH.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***

2/13/1897

### ***Shelf***

4

### ***Page***

9

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

Lyman St

Chestnut St

Liberty St

Charles St

Spring St

Summer St

Armory St

### ***Landmarks located on Plan***

(now Taylor St)

### ***Abutter Names located on Plan***

Ripley, Laura

Riple, James

Boston & Albany RR Co

Bemis & Call

Horgan, Timothy

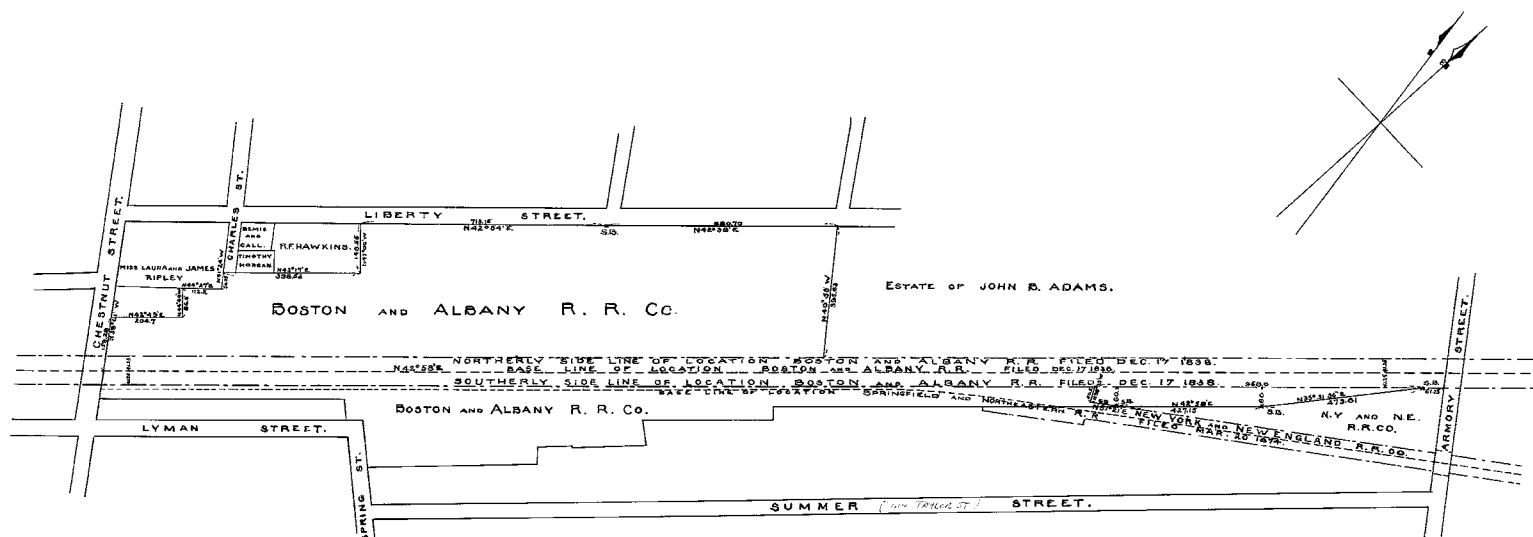
Hawkins, R F

Adams, John B (Est)

New York & New England RR  
Co

### ***Stations***

SPRINGFIELD.



Walter Shepard  
Chief Engineer  
BARR.

SCALE-200 FT. TO AN INCH.



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Boston & Albany Railroad

### **Date Recorded      Sheet      Page**

2/13/1897      4      10

### **Towns located on Plan**

West Springfield

### **Roads located on Plan**

Bridge St

Railroad St

Union St

School St

Fowler St

Willard St

Main St

Chapin St

Globe St

### **Stations**

### **Landmarks located on Plan**

Passageway

Open Passageway

Connecticut River

### **Abutter Names located on Plan**

Boston & Albany RR Co

Cooley, Simeon (est)

Crossett, Mary

Hovey, A H

Stickles, Chas E

Baker, Jonas (est)

Mildehorf, Mary

Flagg, Fred W





SCALE - 80 FT. TO AN INCH.





## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Boston & Albsny Railroad

### **Date Recorded    Sheet    Page**

2/13/1897            4            11

### **Towns located on Plan**

West Springfield

### **Roads located on Plan**

Cold Spring Rd

Cornell St

Lowell Av

Union St

**Stations**    88+9.2-43+

### **Landmarks located on Plan**

### **Abutter Names located on Plan**

Worthy, Cyrus

Stearns & Cornell

Hogan, John

Mosher, Peter

Grainger, Almarian

Williams, Myron R

Norris, P J

Smith, Parmelia C

J B Smith & Co

Allen, Jane (heirs)

Cooley, Richard

Phillips, Hazael (est)

Calden, Jeremiah II

Boston & Albany RR Co

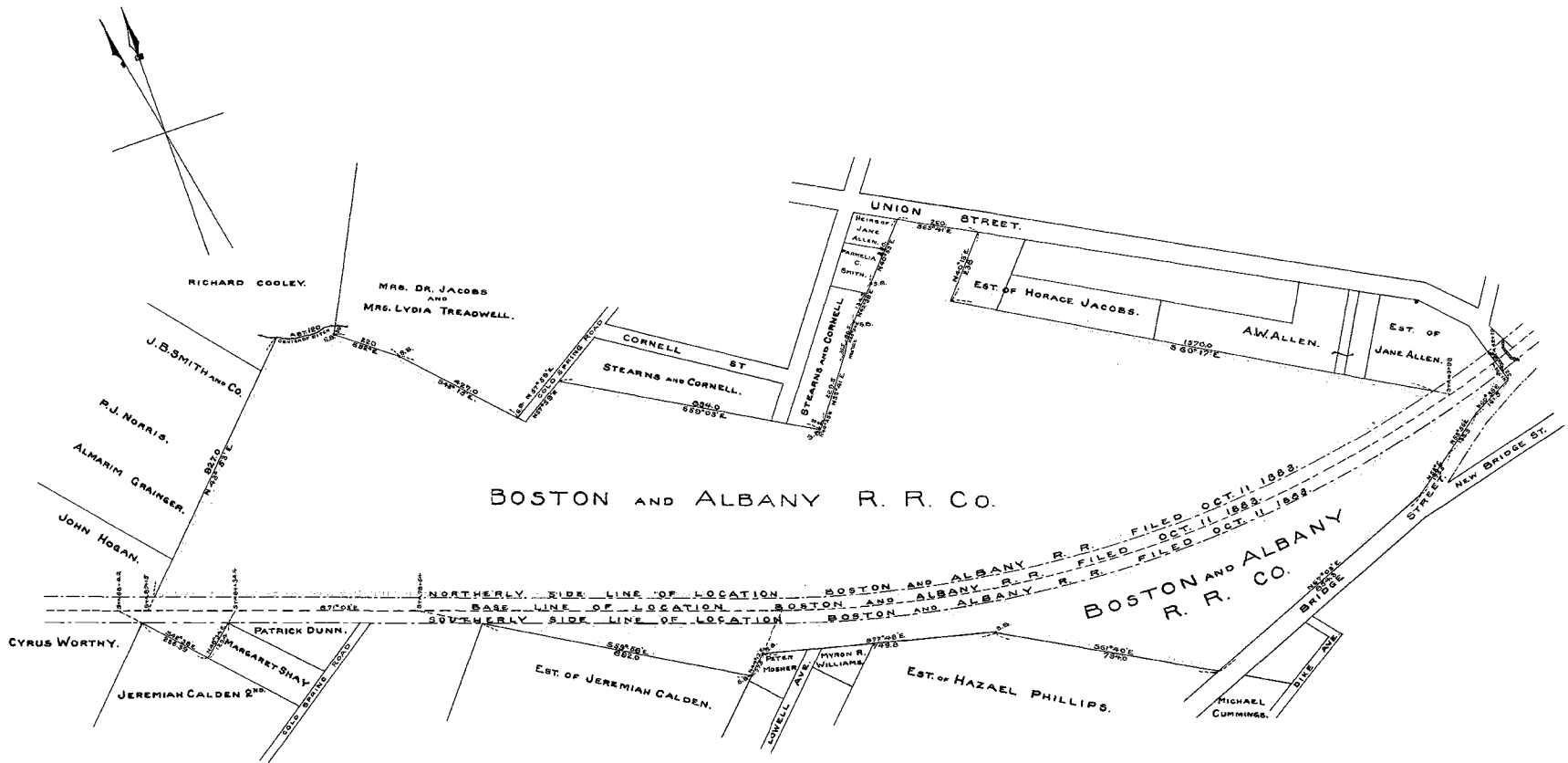
Shay, Margaret

Dunn, Patrick

Calden, Jeremiah (est)



WEST SPRINGFIELD.



Walter Shepard  
Chief Engineer  
B. & A. R. R.

SCALE = 200 FT. TO AN INCH.



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Boston & Albany Railroad

| <b>Date Recorded</b> | <b>Shelf</b> | <b>Page</b> |
|----------------------|--------------|-------------|
| 02/13/1897           | 4            | 12          |

### **Towns located on Plan**

Westfield

### **Roads located on Plan**

Pochassic St  
North Elm St  
New Pochassic  
Old Pochassic

### **Abutter Names located on Plan**

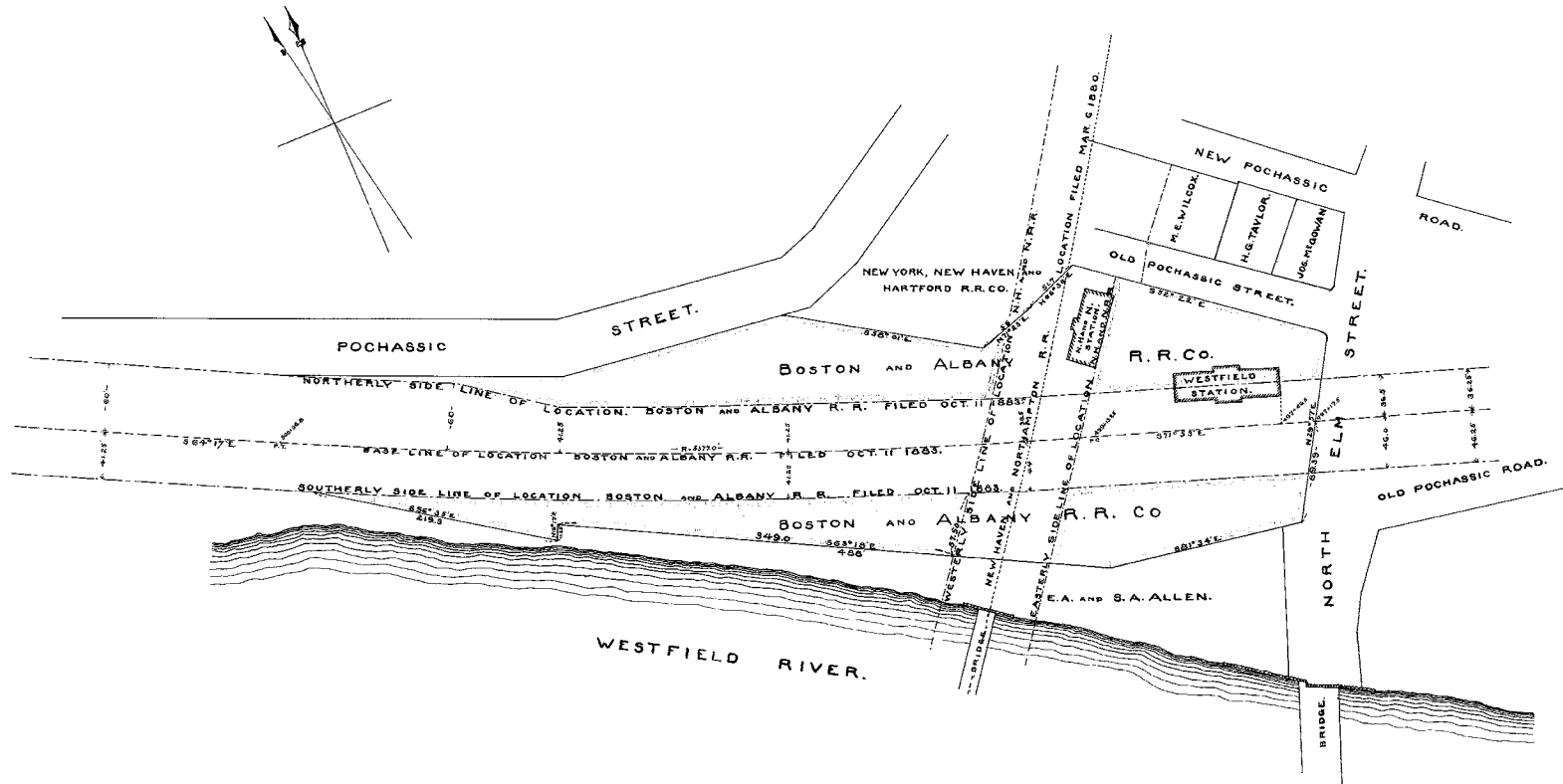
Allen, S. A.  
  
Allen, E. A.  
  
Boston & Albany RR Co.  
  
Wilcox, M. E.  
  
Taylor, H. G.  
  
McGowan, Jos.

### **Landmarks located on Plan**

New York, New Haven, and Hartford  
RRCO  
Westfield River  
  
N. H. and N. Station  
  
Westfield Station  
  
Bridge

| <b>Stations</b> | 41.25 | 46.25 |
|-----------------|-------|-------|
|-----------------|-------|-------|

WESTFIELD.



Walter Shepard  
Chief Engineer  
B. & A. R. R.

SCALE- 60 FT. TO AN INCH.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

02/13/1897   4   13

### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

Old Pochassic

Union Ave

Town Way

Colfax St

Delancy St

### ***Abutter Names located on Plan***

Lynch, Peter

O'Day, Michael

Buschmann, J. C.

B & A R. R. Co.

Shurtliff, David

### ***Stations***

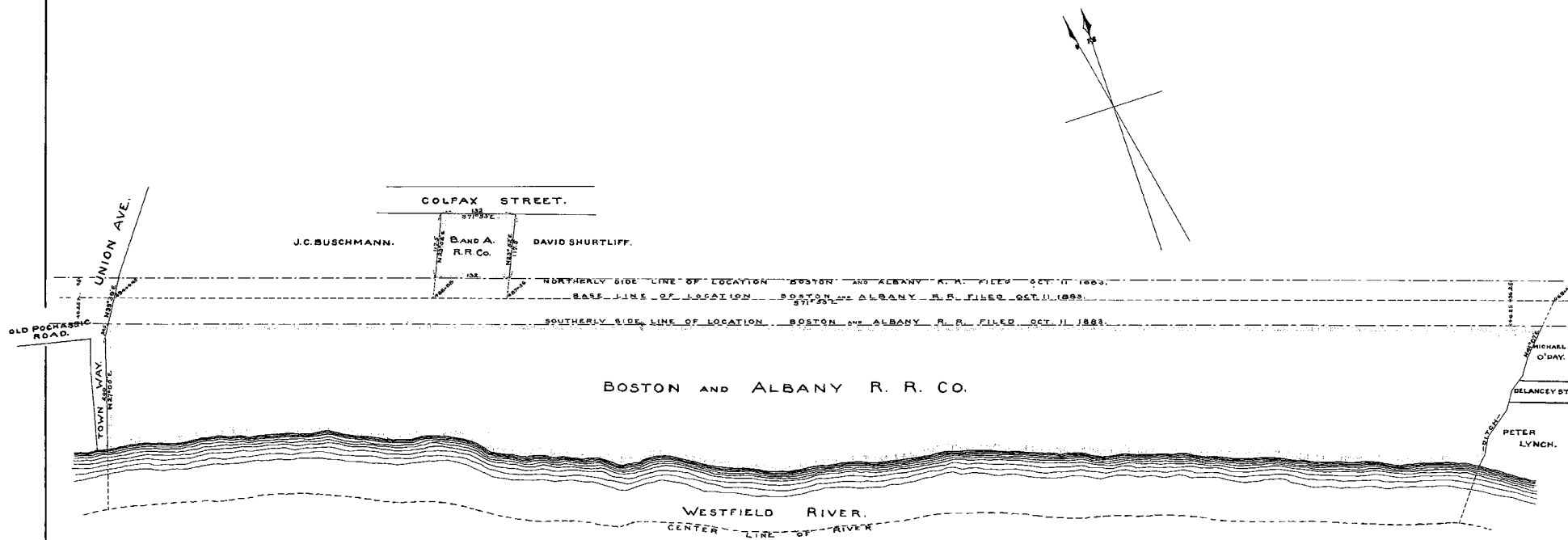
### ***Landmarks located on Plan***

Westfield River

Center Line of River

Ditch

WESTFIELD.



Walter Shepard  
Chief Engineer  
BOSTON.

SCALE-100 FT TO AN INCH.



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Boston & Albany Railroad

### **Date Recorded    Sheet    Page**

02/13/1897      4      14

### **Towns located on Plan**

Chester

### **Roads located on Plan**

River St

Main St

### **Stations**

### **Landmarks located on Plan**

Westfield River

Chester Station

### **Abutter Names located on Plan**

Seagern, J. C.

Hampden Emery Co.

Killmar, John

Boston & Albany R.R.  
Co.

Bartlett, Augustine

Wollcutt, Alpheus

Green, E. E. (EST)

Oles, Lyman

Cooper, W. M.

Cooley, Rodney

Hyde, Philinda (EST)

Mason, FB

Hudson & Chester Granite Co

Knowles, GEO

Chas Van Wort

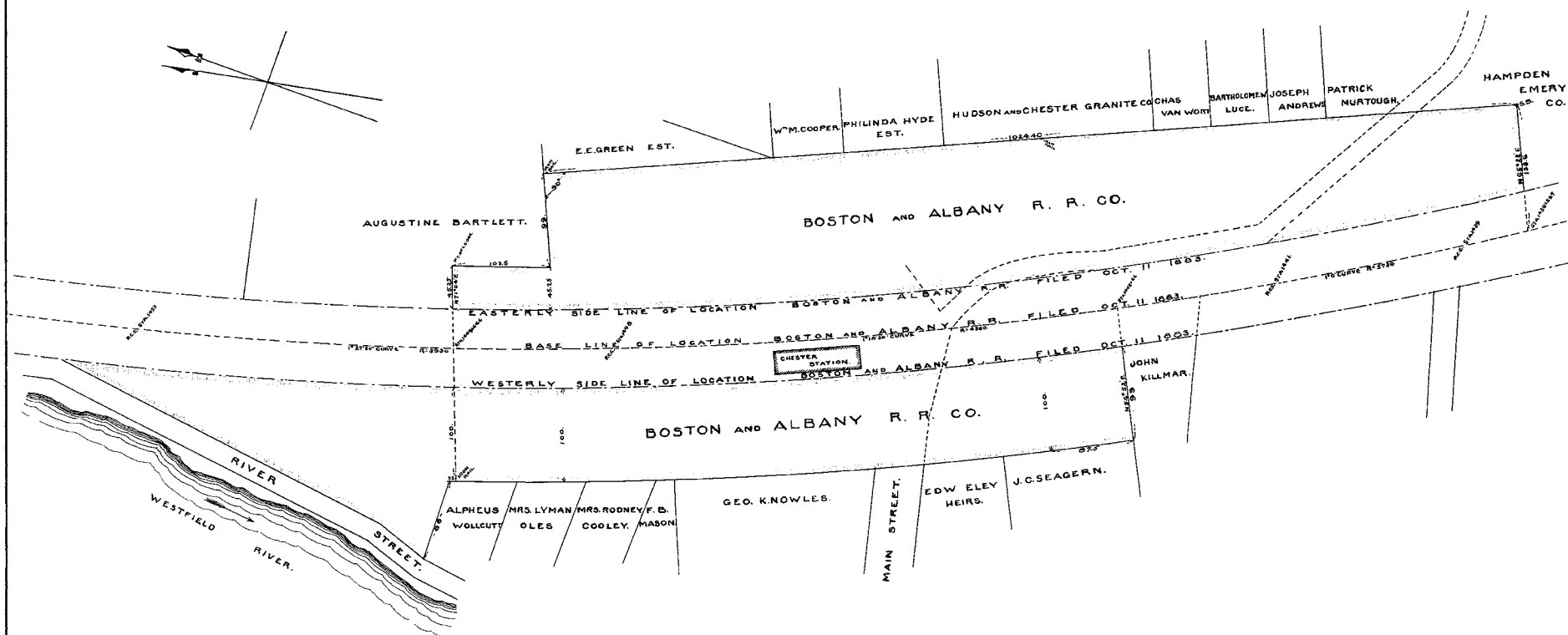
Eley, Edw (Heirs)

Luce, Batholomew

Andrews, Joseph

Murtough, Patrick

# CHESTER.



Walter Shepard  
Chief Engineer  
B. & A. R. R.

SCALE - 60 FT. TO AN INCH.





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

02/13/1897   4   15

### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Boston & Albany R.R Co.

Kefee, Timothy

### ***Stations***

### ***Landmarks located on Plan***

Westfield River

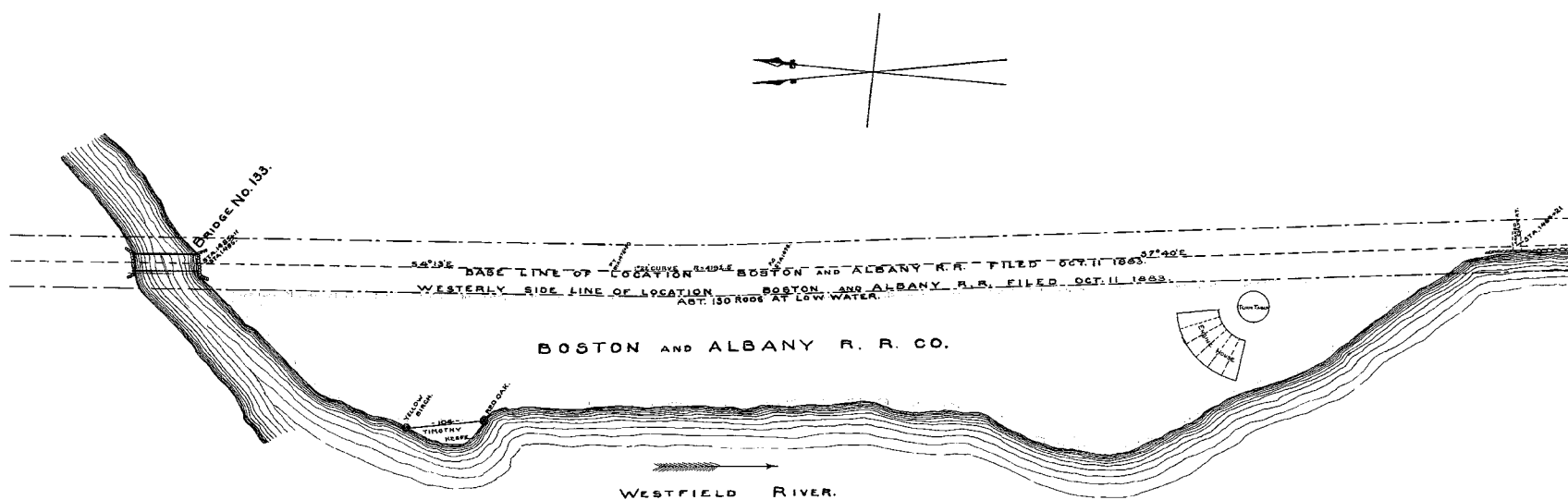
Engine House

Yellow Birch

Red Oak

Bridge No. 133

CHESTER.



Walter Shepard  
Chief Engineer  
B&A R.R.

SCALE-100 FT. TO AN INCH.



## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Boston & Albany Railroad

### *Date Recorded*

02/13/1897

### *Sheet*

4

### *Page*

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### *Towns located on Plan*

West Springfield

### *Roads located on Plan*

### *Abutter Names located on Plan*

### *Stations*

### *Landmarks located on Plan*

Description Page

IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 953 OF THE ACTS OF 1906 OF THE COMMONWEALTH OF MASSACHUSETTS, THE BOSTON & ALBANY RAILROAD COMPANY FILES A LOCATION OF ADDITIONAL LAND TAKEN FOR THE PURPOSE OF MAKING AND SECURING ITS RAILROAD, AND FOR DEPOT AND STATION PURPOSES AND FOR ONE OR MORE TRACKS IN THE TOWN OF WEST SPRINGFIELD AND COUNTY OF HAMPSHIRE IN SAID COMMONWEALTH AS SHOWN ON ACCOMPANYING PLAN.

THE LAND SO TAKEN IS BOUNDED AND DESCRIBED AS FOLLOWS:

**PARCEL 1.** BEGINNING AT THE INTERSECTION OF THE SOUTHEASTERLY LINE OF BLISS STREET EXTENDED SOUTHWESTERLY WITH THE SOUTHWESTERLY LINE OF WESTERN AVENUE; THENCE RUNNING SOUTHEASTERLY AND EASTERLY BY THE SAID SOUTHWESTERLY LINE OF SAID WESTERN AVENUE ABOUT TWO HUNDRED AND SIXTY-SIX (266) FEET TO LAND NOW OR FORMERLY OF PHILAN, THENCE RUNNING SOUTHEASTERLY BY LAND OF SAID PHILAN ABOUT SIXTEEN AND FIVE TENTHS (16.5) FEET TO A DITCH AND TO LAND OF THE BOSTON & ALBANY RAILROAD COMPANY; THENCE RUNNING SOUTHWESTERLY AND WESTERLY ALONG SAID DITCH AND BY LAND OF SAID RAILROAD COMPANY ABOUT TWO HUNDRED AND TEN (210) FEET TO THE NORTHWESTERLY CORNER OF SAID RAILROAD COMPANY'S LAND; THENCE RUNNING SOUTH 43°53' WEST BY LAND OF SAID RAILROAD COMPANY FIVE HUNDRED AND SEVENTY-SEVEN AND THREE TENTHS (577.3) FEET, TO A POINT DISTANT THREE HUNDRED AND FIFTY EIGHT AND FORTY FOUR HUNDRETHS (358.88) FEET NORTHERLY FROM THE BASE LINE OF LOCATION OF THE BOSTON & ALBANY RAILROAD AT LAND FORMERLY OF M.L. HOGAN NOW OF SAID RAILROAD COMPANY, THENCE RUNNING NORTH 47°28' WEST ALONG THE NORTHEASTERLY LINE OF SAID HOGAN LAND THREE HUNDRED AND SIX (306) FEET TO A POINT DISTANT FOUR HUNDRED AND EIGHTY AND EIGHTY SIX HUNDRETHS (480.86) FEET NORTHERLY FROM THE SAID BASE LINE OF LOCATION; SAID POINT BEING THE INTERSECTION OF THE NORTHEASTERLY LINE OF SAID HOGAN LAND WITH THE NORTHWESTERLY LINE EXTENDED OF LOT 1219 SHOWN ON A PLAN ENTITLED "PLAN OF NELSON & THOMPSONS PROPERTY, WEST SPRINGFIELD, OCT. 1893, BURKE, WHITE & TOWNE, ENGINEERS" AND RECORDED IN HAMPSHIRE REGISTRY OF DEEDS PLAN BOOK 1, PAGE 107; THENCE TURNING AT A RIGHT ANGLE AND RUNNING BY SUCH EXTENSION OF SAID NORTHWESTERLY LINE OF LOT 1219 AND BY SAID LINE NORTH 42°36' EAST ONE HUNDRED AND SIXTEEN AND EIGHTY THREE HUNDRETHS (117.83) FEET; THENCE TURNING AT A RIGHT ANGLE AND RUNNING SOUTH 47°28' EAST THIRTY FIVE (35) FEET; THENCE TURNING AT A RIGHT ANGLE AND RUNNING NORTH 42°36' EAST ABOUT THREE HUNDRED AND TWENTY (320) FEET TO A DITCH, THENCE RUNNING EASTERLY BY SAID DITCH ABOUT ONE HUNDRED AND EIGHTY EIGHT (188) FEET TO A POINT IN THE SOUTHEASTERLY LINE OF BLISS STREET EXTENDED SOUTHWESTERLY; THENCE RUNNING NORTHEASTERLY BY SAID SOUTHEASTERLY LINE OF SAID BLISS STREET EXTENDED SOUTHWESTERLY ABOUT ONE HUNDRED AND TWELVE (112) FEET TO THE SOUTHWESTERLY LINE OF WESTERN AVENUE BEING THE POINT OF BEGINNING, AS APPEARS BY A PLAN FILED THIS DAY WITH THE COUNTY COMMISSIONERS AND MADE A PART HEREOF.

**PARCEL 2.** BEGINNING AT THE INTERSECTION OF THE NORTHEASTERLY LINE OF BALDWIN STREET WITH THE SOUTHERLY SIDE LINE OF LOCATION OF THE BOSTON & ALBANY RAILROAD COMPANY; THENCE RUNNING EASTERLY BY THE SAID SOUTHERLY SIDE LINE OF SAID LOCATION ONE HUNDRED AND SEVENTEEN (117) FEET; THENCE RUNNING SOUTHEASTERLY BY LAND OF SAID RAILROAD COMPANY TWO HUNDRED AND SEVENTY (270) FEET TO A POINT DISTANT ONE HUNDRED AND FORTY SIX AND TWENTY SEVEN HUNDRETHS (146.27) FEET SOUTHERLY FROM THE BASE LINE OF LOCATION OF THE BOSTON & ALBANY RAILROAD; THENCE RUNNING NORTHWESTERLY ABOUT TWO HUNDRED AND EIGHTY FIVE (285) FEET TO A POINT DISTANT FIFTY SIX AND TWENTY FIVE HUNDRETHS (56.25) FEET SOUTHERLY FROM THE BASE LINE OF SAID LOCATION; THENCE RUNNING WESTERLY BY A LINE PARALLEL WITH AND DISTANT FIFTY SIX AND TWENTY FIVE HUNDRETHS (56.25) FEET SOUTHERLY FROM SAID BASE LINE EIGHTY (80) FEET TO THE SAID NORTHEASTERLY LINE OF

SAID BALDWIN STREET; THENCE RUNNING NORTHWESTERLY BY THE SAID NORTHEASTERLY LINE OF SAID BALDWIN STREET TO THE PLACE OF BEGINNING.

**PARCEL 3.** BEGINNING AT THE INTERSECTION OF THE NORTHERLY SIDE LINE OF THE LOCATION OF THE BOSTON & ALBANY RAILROAD WITH THE DIVIDING LINE BETWEEN LAND OF WILLIAM R. MORRIS AND LAND NOW OR FORMERLY OF THE WELLS ESTATE; THENCE RUNNING NORTH 13°34' WEST BY SAID DIVIDING LINE SIXTY (60) FEET TO A POINT DISTANT NINETY FOUR AND SIX TENTHS (94.6) FEET NORTHERLY FROM SAID BASE LINE OF LOCATION; THENCE TURNING AT A RIGHT ANGLE AND RUNNING SOUTH 75°16' WEST FIFTY FIVE (55) FEET TO A POINT DISTANT SIXTY NINE AND EIGHT TENTHS (69.8) FEET NORTHERLY FROM SAID BASE LINE; THENCE RUNNING SOUTH 16°26' WEST ABOUT TWENTY NINE (29) FEET TO THE SAID NORTHERLY SIDE LINE OF SAID LOCATION; THENCE RUNNING EASTERLY BY THE SAID NORTHERLY SIDE LINE OF SAID LOCATION SEVENTY EIGHT (78) FEET TO THE PLACE OF BEGINNING.

DISTANCES OF THE OUTSIDE LINES OF THE LOCATION FROM THE BASE LINE ARE MEASURED AT RIGHT ANGLES WITH THE BASE LINE. THE COURSES SHOWN ON THE PLAN ARE TRUE COURSES.

Charles L. Conrad  
Reginald P. Felt  
Henry R. Chapin  
O. J. Ballou  
Edward L. Davis

DIRECTORS  
OF THE  
BOSTON & ALBANY  
RAILROAD COMPANY

Boston Jan 22, 1909

I HEREBY CERTIFY THAT THIS RECORD OF LOCATION AND PLAN IS PREPARED IN CONFORMITY WITH THE RULES PRESCRIBED BY THE BOARD OF RAILROAD COMMISSIONERS UNDER SECTIONS 28 AND 81, PART II, CHAPTER 953, ACTS OF 1906.

Hampden, ss:

Office of the Clerk of the County Commissioners,  
Filed January 26th, 1909.

Attest: Robert D. Morris

Clerk.

Charles E. Mann

Clerk, Board of Railroad Commissioners



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Boston & Albany Railroad

### **Date Recorded Shelf Page**

02/13/1897 4 17

### **Towns located on Plan**

West Springfield

### **Roads located on Plan**

Baldwin St.

Kelso St.

Western Ave.

Bliss St.

Worcester St

### **Landmarks located on Plan**

Southernly Line

Parcel No. 3

Parcel No. 2

Base Line

Parcel No. 1

### **Abutter Names located on Plan**

Morris, WM R

Morrarty, John F.

Wells Estate

Partis, Geo M.

Boston & Albany R.R.

Downey, Chas J.

Hogan, Mary L. (Formly)

Phelan, H. A.

Merrick, G

Raleigh, Mary G.

Merrick, Ada E.

Sheehan, James E.

Poirier, Jos

Lafrenais, Napoleon

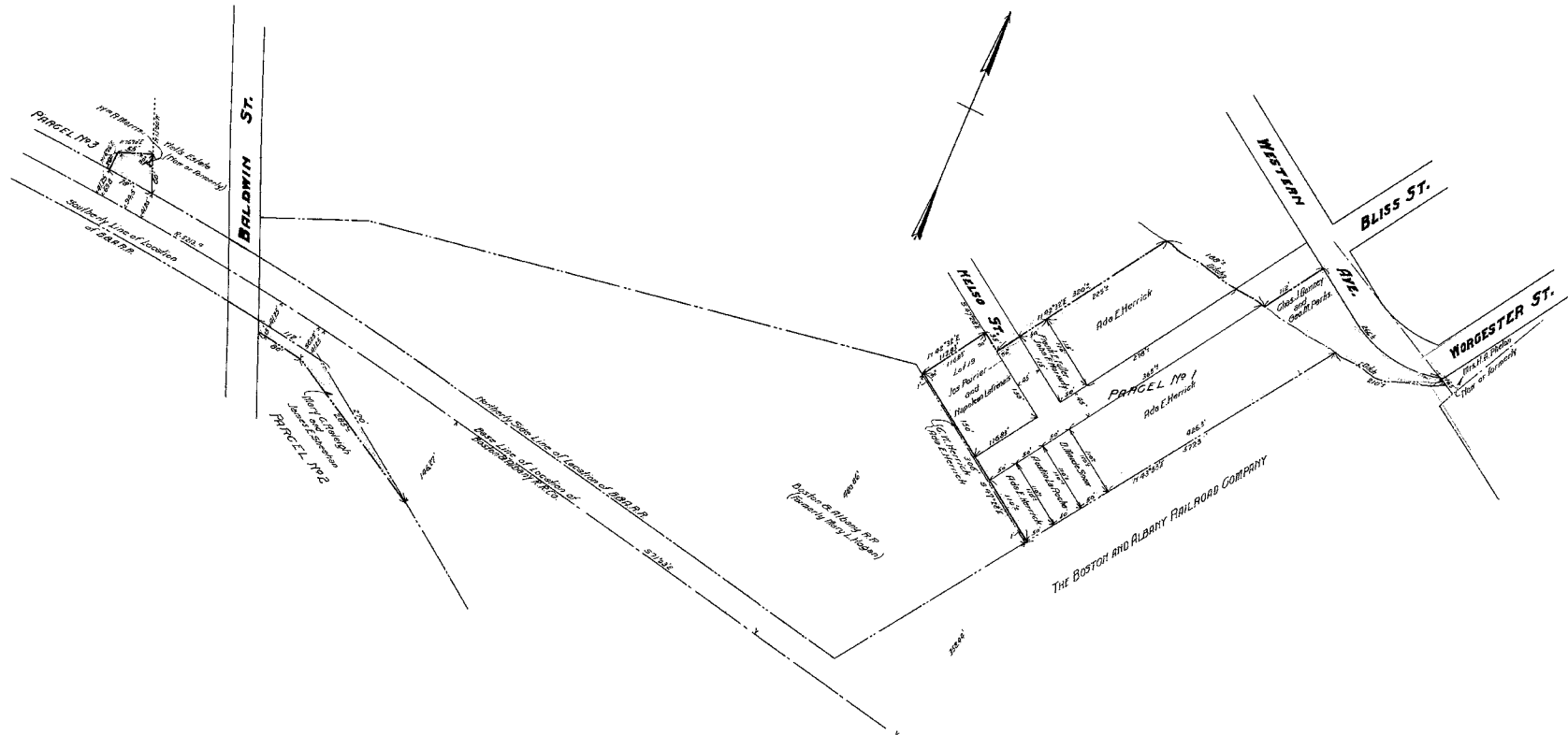
La Roche, Austin

Snow, D. Maude

Fuller, Frank

### **Stations**

# WEST SPRINGFIELD



Scale 1 inch = 100 feet



## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Boston & Albany Railroad

### *Date Recorded*

09/23/1908

### *Sheet*

4

### *Page*

18-20

### *Towns located on Plan*

Palmer

### *Roads located on Plan*

### *Abutter Names located on Plan*

### *Stations*

### *Landmarks located on Plan*

Description Page

IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 463 OF THE ACTS OF THE COMMONWEALTH OF MASSACHUSETTS OF 1906, THE BOSTON AND ALBANY RAILROAD COMPANY HEREBY FILES A LOCATION ON LAND PURCHASED BY IT SINCE SEPTEMBER 23, 1908, FOR RAILROAD PURPOSES IN THE COUNTY OF HAMPDEN IN SAID COMMONWEALTH, AS SHOWN ON THE ACCOMPANYING PLANS.

THE LAND SO LOCATED UPON CONSISTS OF FIFTEEN PARCELS BOUNDED AND DESCRIBED AS FOLLOWS:-

THE FIRST PARCEL IS SITUATED IN THE TOWN OF PALMER AND IS BOUNDED AS FOLLOWS:-

BEGINNING AT AN IRON RAIL IMBEDDED IN THE GROUND ON THE DIVIDING-LINE BETWEEN LAND OF JOSEPH M. ALLEN AND LAND OF H. FOSMAN DISTANT NINETY-TWO (92) FEET NORTHEASTERLY FROM THE BASE LINE OF THE LOCATION OF THE BOSTON AND ALBANY RAILROAD; THENCE RUNNING NORTHWESTERLY BY A LINE PARALLEL WITH AND DISTANT NINETY-TWO (92) FEET NORTHEASTERLY FROM SAID BASE LINE THIRTEEN HUNDRED (1300) FEET; THENCE TURNING AT A RIGHT ANGLE AND RUNNING SOUTHWESTERLY SEVENTY-FIVE HUNDREDTHS ( $\frac{75}{100}$ ) OF A FOOT TO LAND OF THE BOSTON AND ALBANY RAILROAD COMPANY; THENCE CONTINUING SOUTHWESTERLY IN THE SAME COURSE BY LAND OF SAID RAILROAD COMPANY FIFTY (50) FEET TO A CORNER; THENCE RUNNING SOUTHEASTERLY BY LAND OF SAID RAILROAD COMPANY TO LAND OF SAID FOSMAN; THENCE RUNNING NORTH  $41^{\circ}41'$  EAST (MAGNETIC) BY LAND OF SAID FOSMAN TO THE PLACE OF BEGINNING.

THE SECOND PARCEL IS ALSO SITUATED IN THE TOWN OF PALMER AND IS BOUNDED AS FOLLOWS:-

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY SIDE LINE OF LAND OF THE BOSTON AND ALBANY RAILROAD COMPANY WITH THE DIVIDING-LINE BETWEEN LAND OF THOMAS J. CHALK AND LAND OF THE SPRINGFIELD AND EASTERN STREET RAILWAY COMPANY; THENCE RUNNING WESTERLY TWO HUNDRED AND THIRTEEN AND TWENTY-SIX HUNDREDTHS ( $213\frac{26}{100}$ ) FEET TO AN IRON RAIL IMBEDDED IN THE GROUND DISTANT NINETY-NINE (99) FEET SOUTHWESTERLY FROM THE BASE LINE OF THE LOCATION OF THE BOSTON AND ALBANY RAILROAD, MEASURED AT RIGHT ANGLES THERETO AT STATION 4348+66.80, THENCE RUNNING NORTHWESTERLY BY A LINE PARALLEL WITH AND DISTANT NINETY-NINE (99) FEET SOUTHWESTERLY FROM SAID BASE LINE NINE HUNDRED (900) FEET TO AN IRON RAIL IMBEDDED IN THE GROUND; THENCE RUNNING NORTHWESTERLY TWO HUNDRED AND EIGHT AND SEVENTEEN HUNDREDTHS ( $208\frac{17}{100}$ ) FEET TO AN IRON RAIL IMBEDDED IN THE GROUND ON THE DIVIDING-LINE BETWEEN LAND OF SAID RAILROAD COMPANY AND LAND OF SAID CHALK DISTANT FORTY-ONE AND TWENTY-FIVE HUNDREDTHS ( $41\frac{25}{100}$ ) FEET SOUTHWESTERLY FROM SAID BASE LINE; THENCE RUNNING SOUTHEASTERLY BY LAND OF SAID RAILROAD COMPANY TO THE PLACE OF BEGINNING.

THE THIRD PARCEL IS ALSO SITUATED IN THE TOWN OF PALMER AND IS BOUNDED AS FOLLOWS:-

BEGINNING AT AN IRON RAIL IMBEDDED IN THE GROUND ON THE NORTHERLY LINE OF THE OLD PALMER AND BRIMFIELD ROAD DISTANT SEVENTY-FOUR AND TWENTY-FIVE HUNDREDTHS ( $74\frac{25}{100}$ ) FEET SOUTHWESTERLY FROM THE BASE LINE OF THE LOCATION OF THE BOSTON AND ALBANY RAILROAD; THENCE RUNNING NORTHWESTERLY BY A LINE PARALLEL WITH AND DISTANT SEVENTY-FOUR AND TWENTY-FIVE HUNDREDTHS ( $74\frac{25}{100}$ ) FEET SOUTHWESTERLY FROM SAID BASE LINE THREE HUNDRED AND EIGHTY-TWO AND THIRTY-SIX HUNDREDTHS ( $382\frac{36}{100}$ ) FEET TO AN IRON RAIL IMBEDDED IN THE GROUND, ON THE SOUTHEASTERLY LINE OF A PUBLIC WAY; THENCE RUNNING NORTH  $38^{\circ}45'$  EAST (MAGNETIC) BY THE SAID SOUTHEASTERLY LINE OF SAID PUBLIC WAY THIRTY-THREE AND TWENTY HUNDREDTHS ( $33\frac{20}{100}$ ) FEET TO AN IRON RAIL IMBEDDED IN THE GROUND DISTANT FORTY-ONE AND TWENTY-FIVE HUNDREDTHS ( $41\frac{25}{100}$ ) FEET SOUTHWESTERLY

FROM SAID BASE LINE, THENCE RUNNING SOUTHEASTERLY BY LAND OF SAID RAILROAD COMPANY FOUR HUNDRED AND TWENTY-SIX AND SIX HUNDREDTHS ( $426\frac{66}{100}$ ) FEET TO THE SAID NORTHERLY LINE OF SAID OLD PALMER AND BRIMFIELD ROAD; THENCE RUNNING SOUTH  $87^{\circ}35'$  WEST (MAGNETIC) BY THE SAID NORTHERLY LINE OF SAID ROAD FIFTY-SEVEN AND SIXTY-FIVE HUNDREDTHS ( $57\frac{65}{100}$ ) FEET TO THE PLACE OF BEGINNING.

THE FOURTH PARCEL IS SITUATED IN THE TOWN OF WILBRAHAM AND IS BOUNDED AS FOLLOWS:-

BEGINNING AT A STONE MONUMENT SET IN THE GROUND AT A POINT ON THE DIVIDING-LINE BETWEEN LAND OF THOMAS J. MURPHY AND LAND OF LUDLOW MANUFACTURING ASSOCIATES DISTANT FORTY-ONE AND TWENTY-FIVE HUNDREDTHS ( $41\frac{25}{100}$ ) FEET NORTHERLY FROM THE BASE LINE OF THE LOCATION OF THE BOSTON AND ALBANY RAILROAD; THENCE RUNNING WESTERLY BY LAND OF SAID MURPHY TWO HUNDRED AND TWENTY-FOUR AND TEN HUNDREDTHS ( $224\frac{10}{100}$ ) FEET MORE OR LESS TO A STONE MONUMENT SET IN THE GROUND DISTANT FIFTY-ONE AND TWENTY-FIVE HUNDREDTHS ( $51\frac{25}{100}$ ) FEET NORTHERLY FROM SAID BASE LINE, THENCE RUNNING WESTERLY BY A LINE PARALLEL WITH AND DISTANT FIFTY-ONE AND TWENTY-FIVE HUNDREDTHS ( $51\frac{25}{100}$ ) FEET NORTHERLY FROM SAID BASE LINE THREE HUNDRED AND EIGHTY-ONE AND TEN HUNDREDTHS ( $381\frac{10}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND; THENCE RUNNING NORTHWESTERLY ONE HUNDRED AND TWENTY AND THIRTY-ONE HUNDREDTHS ( $120\frac{31}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND DISTANT NINETY (90) FEET NORTHERLY FROM SAID BASE LINE; THENCE RUNNING SOUTHWESTERLY TWO HUNDRED AND FOUR AND SIXTEEN HUNDREDTHS ( $204\frac{16}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND ON THE DIVIDING-LINE BETWEEN LAND OF DANIEL J. SWEENEY AND LAND OF LYDIA J. PREST DISTANT FIFTY-SEVEN AND SEVENTY-FIVE HUNDREDTHS ( $57\frac{75}{100}$ ) FEET NORTHERLY FROM SAID BASE LINE; THENCE RUNNING WESTERLY BY A LINE PARALLEL WITH AND DISTANT FIFTY-SEVEN AND SEVENTY-FIVE HUNDREDTHS ( $57\frac{75}{100}$ ) FEET NORTHERLY FROM SAID BASE LINE ABOUT TWELVE HUNDRED AND SEVENTY-NINE AND SEVENTY-FIVE HUNDREDTHS ( $1279\frac{75}{100}$ ) FEET MORE OR LESS TO A STONE MONUMENT SET IN THE GROUND ON THE DIVIDING-LINE BETWEEN LAND OF SAID PREST AND LAND OF SAID RAILROAD COMPANY OPPOSITE STATION 4724+26.43 ON SAID BASE LINE, THENCE RUNNING SOUTH  $11^{\circ}57'$  EAST (MAGNETIC) BY LAND OF SAID RAILROAD COMPANY TO A CORNER; THENCE RUNNING EASTERLY BY LAND OF SAID RAILROAD COMPANY TO THE PLACE OF BEGINNING.

THE FIFTH PARCEL IS ALSO SITUATED IN THE TOWN OF WILBRAHAM AND IS BOUNDED AS FOLLOWS:-

BEGINNING AT AN IRON RAIL IMBEDDED IN THE GROUND ON THE DIVIDING-LINE BETWEEN LAND OF MARIA S. BALDWIN ET AL AND LAND OF ALDONA E. CLARK DISTANT SEVENTY-FIVE AND FIFTY-NINE HUNDREDTHS ( $75\frac{59}{100}$ ) FEET SOUTHERLY FROM THE BASE LINE OF THE LOCATION OF THE BOSTON AND ALBANY RAILROAD; THENCE RUNNING EASTERLY BY A LINE PARALLEL WITH AND DISTANT SEVENTY-FIVE AND FIFTY-NINE HUNDREDTHS ( $75\frac{59}{100}$ ) FEET SOUTHERLY FROM SAID BASE LINE TWELVE HUNDRED AND SIXTY-EIGHT AND FORTY-EIGHT HUNDREDTHS ( $1268\frac{48}{100}$ ) FEET MORE OR LESS TO AN IRON RAIL IMBEDDED IN THE GROUND ON THE DIVIDING-LINE BETWEEN LAND OF SAID BALDWIN AND LAND OF SAID RAILROAD COMPANY; THENCE RUNNING NORTH  $1^{\circ}49'$  EAST (MAGNETIC) BY LAND OF SAID RAILROAD COMPANY THIRTY-FOUR AND FORTY-SIX HUNDREDTHS ( $34\frac{46}{100}$ ) FEET MORE OR LESS TO A CORNER; THENCE RUNNING WESTERLY BY LAND OF SAID RAILROAD COMPANY TWELVE HUNDRED AND SIXTY-EIGHT AND FIFTY-EIGHT HUNDREDTHS ( $1268\frac{58}{100}$ ) FEET MORE OR LESS TO LAND OF SAID CLARK; THENCE RUNNING SOUTH  $1^{\circ}39'$  WEST (MAGNETIC) BY LAND OF SAID CLARK THIRTY-FOUR AND FORTY-SEVEN HUNDREDTHS ( $34\frac{47}{100}$ ) FEET MORE OR LESS TO THE PLACE OF BEGINNING.

THE SIXTH PARCEL IS SITUATED IN THE TOWN OF WEST SPRINGFIELD AND IS BOUNDED AS FOLLOWS:-

BEGINNING AT THE INTERSECTION OF THE WESTERLY LINE OF UNION STREET WITH



THE DIVIDING-LINE BETWEEN LAND OF THE BOSTON AND ALBANY RAILROAD COMPANY AND LAND FORMERLY OF FRANCES O. ALLEN ET AL, NOW OF SAID RAILROAD COMPANY, THENCE RUNNING SOUTHWESTERLY BY LAND OF SAID RAILROAD COMPANY TWO HUNDRED AND TWENTY-THREE AND SEVENTY-FIVE HUNDREDTHS ( $223\frac{75}{100}$ ) FEET TO A CORNER, THENCE RUNNING NORTH  $60^{\circ}17'$  WEST (TRUE MERIDIAN) BY LAND OF SAID RAILROAD COMPANY SEVEN HUNDRED AND THIRTY (730) FEET TO A STONE MONUMENT SET IN THE GROUND DISTANT TWO HUNDRED AND THIRTY AND SIXTY-NINE HUNDREDTHS ( $230\frac{69}{100}$ ) FEET SOUTHWESTERLY FROM THE SOUTHWESTERLY LINE OF SAID UNION STREET MEASURED AT RIGHT ANGLES THERETO, THENCE RUNNING SOUTHEASTERLY BY THE REMAINING LAND OF SAID ALLEN, BY A PRIVATE WAY KNOWN AS CENTENNIAL AVENUE AND AGAIN BY LAND OF SAID ALLEN SIX HUNDRED AND THIRTY-THREE AND NINETY-EIGHT HUNDREDTHS ( $633\frac{98}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND DISTANT TWO HUNDRED AND FIVE AND ELEVEN HUNDREDTHS ( $205\frac{11}{100}$ ) FEET NORTHWESTERLY FROM THE BASE LINE OF THE LOCATION OF THE BOSTON AND ALBANY RAILROAD MEASURED AT RIGHT ANGLES THERETO AT STATION 5245+08.9, THENCE DEFLECTING  $62^{\circ}51'$  TO THE LEFT AND RUNNING NORTHEASTERLY BY LAND OF SAID ALLEN ONE HUNDRED (100) FEET TO THE SAID SOUTHWESTERLY LINE OF SAID UNION STREET, THENCE TURNING AT A RIGHT ANGLE AND RUNNING SOUTHEASTERLY BY THE SAID SOUTHWESTERLY LINE OF SAID UNION STREET ONE HUNDRED AND NINETY-FIVE (195) FEET MORE OR LESS TO A CORNER, THENCE RUNNING SOUTHERLY BY THE SAID WESTERLY LINE OF SAID UNION STREET EIGHTY-SEVEN AND TWENTY-TWO HUNDREDTHS ( $87\frac{22}{100}$ ) FEET TO THE PLACE OF BEGINNING.

THE SEVENTH PARCEL IS ALSO SITUATED IN THE TOWN OF WEST SPRINGFIELD AND IS BOUNDED AS FOLLOWS:— BEGINNING AT THE INTERSECTION OF THE NORTHWESTERLY LINE OF BRIDGE STREET WITH THE DIVIDING-LINE BETWEEN LAND OF THE BOSTON AND ALBANY RAILROAD COMPANY AND LAND FORMERLY OF ANNA E. PHILLIPS, NOW OF SAID RAILROAD COMPANY, THENCE RUNNING SOUTHWESTERLY BY THE SAID NORTHWESTERLY LINE OF SAID BRIDGE STREET SIX HUNDRED AND EIGHTEEN AND FORTY HUNDREDTHS ( $618\frac{48}{100}$ ) FEET MORE OR LESS TO LAND OF JOHN H. ALLEN JR., THENCE DEFLECTING  $52^{\circ}49'-45"$  TO THE RIGHT AND RUNNING NORTHWESTERLY EIGHT HUNDRED AND FIFTY AND FIFTY HUNDREDTHS ( $850\frac{50}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND DISTANT ONE HUNDRED AND TWENTY-FIVE (125) FEET NORTHERLY FROM THE NORTHERLY LINE OF LOWELL STREET MEASURED AT RIGHT ANGLES THERETO, THENCE DEFLECTING  $107^{\circ}54'-15"$  TO THE RIGHT AND RUNNING NORTH  $47^{\circ}04'$  EAST (TRUE MERIDIAN) ONE HUNDRED AND FIFTY AND THIRTY HUNDREDTHS ( $150\frac{30}{100}$ ) FEET MORE OR LESS TO THE DIVIDING-LINE BETWEEN LAND NOW OR FORMERLY OF W. CASHMAN AND LAND FORMERLY OF GEORGE NELSON, NOW OF SAID RAILROAD COMPANY AT A POINT DISTANT THREE HUNDRED AND TWENTY-FOUR AND THIRTY-FOUR HUNDREDTHS ( $324\frac{34}{100}$ ) FEET SOUTHERLY FROM THE BASE LINE OF THE LOCATION OF THE BOSTON AND ALBANY RAILROAD MEASURED AT RIGHT ANGLES THERETO AT STATION 65+11.1, THENCE RUNNING NORTHWESTERLY BY LAND NOW OR FORMERLY OF SAID CASHMAN ONE HUNDRED AND TWENTY-THREE AND TWENTY HUNDREDTHS ( $123\frac{23}{100}$ ) FEET MORE OR LESS TO LOWELL AVENUE AT A POINT DISTANT TWO HUNDRED AND SIXTY-FIVE AND TWENTY HUNDREDTHS ( $265\frac{20}{100}$ ) FEET SOUTHERLY FROM SAID BASE LINE MEASURED AT RIGHT ANGLES THERETO AT STATION 66+11.4, THENCE RUNNING NORTHEASTERLY BY SAID LOWELL AVENUE ONE HUNDRED AND FIFTY-ONE AND SIXTY-FOUR HUNDREDTHS ( $151\frac{64}{100}$ ) FEET TO LAND OF SAID RAILROAD COMPANY, THENCE RUNNING EASTERLY AND SOUTHEASTERLY BY LAND OF SAID RAILROAD COMPANY TO THE PLACE OF BEGINNING.

THE EIGHTH PARCEL IS ALSO SITUATED IN THE TOWN OF WEST SPRINGFIELD AND IS BOUNDED AS FOLLOWS:— BEGINNING AT THE INTERSECTION OF THE NORTHWESTERLY LINE OF LOWELL AVENUE WITH THE DIVIDING-LINE BETWEEN LAND OF BLOOMFIELD H. DAYTON AND LAND

FORMERLY OF ELIZABETH MOSHER, NOW OF SAID RAILROAD COMPANY, AT A POINT DISTANT ONE HUNDRED AND NINETY-TWO AND FIFTY-ONE HUNDREDTHS ( $192\frac{51}{100}$ ) FEET SOUTHERLY FROM THE BASE LINE OF THE LOCATION OF THE BOSTON AND ALBANY RAILROAD MEASURED AT RIGHT ANGLES THERETO AT STATION 66+29.7, THENCE RUNNING NORTHWESTERLY BY LAND OF SAID DAYTON ONE HUNDRED AND EIGHT AND FIFTY-THREE HUNDREDTHS ( $108\frac{53}{100}$ ) FEET TO LAND OF SAID RAILROAD COMPANY AT A POINT DISTANT ONE HUNDRED AND FORTY-THREE AND FOURTEEN HUNDREDTHS ( $143\frac{14}{100}$ ) FEET SOUTHERLY FROM SAID BASE LINE MEASURED AT RIGHT ANGLES THERETO AT STATION 67+22.3, THENCE RUNNING EASTERLY BY LAND OF SAID RAILROAD COMPANY ONE HUNDRED AND TWENTY-NINE AND THIRTY HUNDREDTHS ( $129\frac{30}{100}$ ) FEET TO SAID LOWELL AVENUE, THENCE RUNNING SOUTHWESTERLY BY SAID LOWELL AVENUE SIXTY-EIGHT AND FIFTY HUNDREDTHS ( $68\frac{50}{100}$ ) FEET TO THE PLACE OF BEGINNING.

THE NINTH PARCEL IS ALSO SITUATED IN THE TOWN OF WEST SPRINGFIELD AND IS BOUNDED AS FOLLOWS:— BEGINNING AT THE INTERSECTION OF THE SOUTHWESTERLY LINE OF UNION STREET WITH THE DIVIDING-LINE BETWEEN LAND OF SANFORD TREADWELL ET AL. AND LAND FORMERLY OF RICHARD L. COOLEY, NOW OF THE BOSTON AND ALBANY RAILROAD COMPANY, THENCE DEFLECTING  $71^{\circ}06'$  TO THE LEFT FROM THE LINE OF SAID UNION STREET AND RUNNING SOUTHWESTERLY BY LAND OF SAID TREADWELL ET AL. ONE HUNDRED AND FORTY AND THIRTY-THREE HUNDREDTHS ( $140\frac{33}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND, THENCE DEFLECTING  $7^{\circ}07'$  TO THE LEFT AND RUNNING SOUTHWESTERLY BY LAND OF SAID TREADWELL ET AL. ONE HUNDRED AND SEVENTY AND THREE HUNDREDTHS ( $170\frac{33}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND, THENCE DEFLECTING  $6^{\circ}14'$  TO THE LEFT AND RUNNING FIFTY-ONE HUNDREDTHS BY LAND OF SAID TREADWELL ET AL. ONE HUNDRED AND SIXTY-SEVEN AND FIFTY-ONE HUNDREDTHS ( $167\frac{51}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND, THENCE DEFLECTING  $4^{\circ}17'$  TO THE LEFT AND RUNNING SOUTHWESTERLY BY LAND OF SAID TREADWELL ET AL. EIGHTY-TWO AND THIRTY-FOUR HUNDREDTHS ( $82\frac{34}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND, THENCE DEFLECTING  $3^{\circ}10'$  TO THE LEFT AND RUNNING SOUTHWESTERLY BY LAND OF SAID TREADWELL ET AL. ONE HUNDRED AND FORTY-EIGHT AND FORTY-FIVE HUNDREDTHS ( $148\frac{45}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND ON THE DIVIDING-LINE BETWEEN LAND OF SAID TREADWELL ET AL. AND LAND OF SAID RAILROAD COMPANY, THENCE DEFLECTING  $0^{\circ}08'$  TO THE RIGHT AND RUNNING SOUTHWESTERLY BY LAND OF SAID RAILROAD COMPANY FIFTY-SEVEN AND EIGHT HUNDREDTHS ( $57\frac{8}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND, THENCE DEFLECTING  $10^{\circ}02'-30"$  TO THE LEFT AND RUNNING SOUTHWESTERLY BY LAND OF SAID RAILROAD COMPANY ONE HUNDRED AND FIFTEEN AND NINETY-FIVE HUNDREDTHS ( $115\frac{95}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND, THENCE DEFLECTING  $97^{\circ}07'$  TO THE RIGHT AND RUNNING NORTHWESTERLY BY LAND OF SAID RAILROAD COMPANY TWO HUNDRED AND NINETEEN AND FORTY-TWO HUNDREDTHS ( $219\frac{42}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND, THENCE DEFLECTING  $86^{\circ}09'$  TO THE RIGHT AND RUNNING NORTHEASTERLY BY LAND OF SAID RAILROAD COMPANY AND BY LAND OF THE ESTATE OF H. F. PHELON THREE HUNDRED AND FORTY-NINE AND EIGHTY-FIVE HUNDREDTHS ( $349\frac{85}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND, THENCE DEFLECTING  $5^{\circ}22'$  TO THE RIGHT AND RUNNING NORTHEASTERLY BY LAND OF SAID PHELON ESTATE SEVENTY-FIVE AND FORTY HUNDREDTHS ( $75\frac{40}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND, THENCE DEFLECTING  $5^{\circ}47'-30"$  TO THE RIGHT AND RUNNING NORTHEASTERLY BY LAND OF SAID PHELON ESTATE ONE HUNDRED AND FIFTY AND FIFTY-FIVE HUNDREDTHS ( $150\frac{55}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND, THENCE DEFLECTING  $7^{\circ}45'-30"$  TO THE RIGHT AND RUNNING NORTHEASTERLY BY LAND OF SAID PHELON ESTATE FIFTY-NINE AND FIFTY-FOUR HUNDREDTHS ( $59\frac{54}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND, THENCE DEFLECTING  $3^{\circ}22'-30"$  TO THE RIGHT AND RUNNING NORTHEASTERLY BY LAND OF SAID PHELON ESTATE EIGHTY-NINE AND

SEVENTY-THREE HUNDREDTHS ( $89\frac{73}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND ON THE DIVIDING-LINE BETWEEN LAND OF SAID PHELON ESTATE AND LAND OF GEORGE A. JONES, THENCE DEFLECTING  $4^{\circ}06'30''$  TO THE LEFT AND RUNNING NORTHEASTERLY BY LAND OF SAID JONES AND BY LAND OF FRED F. Mc CARTHY ONE HUNDRED AND SEVENTY AND FIVE HUNDREDTHS ( $170\frac{55}{100}$ ) FEET TO THE SAID SOUTHWESTERLY LINE OF SAID UNION STREET, THENCE DEFLECTING  $80^{\circ}2'$  TO THE RIGHT AND RUNNING SOUTHEASTERLY BY THE SAID SOUTHWESTERLY LINE OF SAID UNION STREET TWO HUNDRED AND SEVENTY-FIVE AND TWENTY-FIVE HUNDREDTHS ( $275\frac{55}{100}$ ) FEET TO THE PLACE OF BEGINNING.

THE TENTH PARCEL IS ALSO SITUATED IN THE TOWN OF WEST SPRINGFIELD AND IS BOUNDED AS FOLLOWS:-

BEGINNING AT THE INTERSECTION OF THE NORTHEASTERLY LINE OF BALDWIN STREET WITH THE NORTHERLY SIDE LINE OF THE LOCATION OF THE BOSTON AND ALBANY RAILROAD, THENCE RUNNING NORTH-WESTERLY BY THE SAID NORTHEASTERLY LINE OF SAID BALDWIN STREET SIXTY (60) FEET TO A STONE MONUMENT SET IN THE GROUND DISTANT NINETY-THREE AND TWENTY-FIVE HUNDREDTHS ( $93\frac{85}{100}$ ) FEET NORTHERLY FROM THE BASELINE OF SAID LOCATION, THENCE DEFLECTING  $90^{\circ}$  TO THE RIGHT AND RUNNING NORTHEASTERLY ONE HUNDRED AND SEVENTY-FIVE ( $175$ ) FEET TO A STONE MONUMENT SET IN THE GROUND DISTANT ONE HUNDRED AND EIGHTY-THREE AND TWENTY-FIVE HUNDREDTHS ( $183\frac{55}{100}$ ) FEET NORTHERLY FROM SAID BASELINE, THENCE DEFLECTING  $13^{\circ}50'$  TO THE RIGHT AND RUNNING NORTHEASTERLY NINE HUNDRED AND SEVEN AND SEVENTY HUNDREDTHS ( $907\frac{75}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND DISTANT FOUR HUNDRED AND EIGHTY-EIGHT AND FIFTY-FIVE HUNDREDTHS ( $488\frac{55}{100}$ ) FEET NORTHERLY FROM SAID BASELINE, THENCE DEFLECTING  $43^{\circ}28'$  TO THE RIGHT AND RUNNING SOUTHEASTERLY THREE HUNDRED AND TWENTY-THREE (323) FEET TO A POINT ON THE DIVIDING-LINE BETWEEN LAND OF SAID RAILROAD COMPANY AND LAND FORMERLY OF MARY L. HOGAN, NOW OF SAID RAILROAD COMPANY, DISTANT THREE HUNDRED AND FIFTY-EIGHT AND FORTY-FOUR HUNDREDTHS ( $358\frac{44}{100}$ ) FEET NORTHERLY FROM SAID BASELINE, THENCE DEFLECTING  $91^{\circ}21'$  TO THE RIGHT AND RUNNING SOUTHWESTERLY BY LAND OF SAID RAILROAD COMPANY THREE HUNDRED AND FIFTY AND SEVENTY HUNDREDTHS ( $350\frac{75}{100}$ ) FEET TO A CORNER, THENCE RUNNING NORTHWESTERLY BY LAND OF SAID RAILROAD COMPANY ELEVEN HUNDRED AND FOURTEEN AND FORTY HUNDREDTHS ( $114\frac{40}{100}$ ) FEET TO THE PLACE OF BEGINNING.

THE ELEVENTH PARCEL IS ALSO SITUATED IN THE TOWN OF WEST SPRINGFIELD AND IS BOUNDED AS FOLLOWS:-

BEGINNING AT A POINT IN THE SOUTHWESTERLY LINE OF BALDWIN STREET DISTANT ONE HUNDRED AND NINETEEN AND NINETY-NINE HUNDREDTHS ( $119\frac{99}{100}$ ) FEET NORTHEASTERLY FROM THE BASELINE OF THE LOCATION OF THE BOSTON AND ALBANY RAILROAD MEASURED AT RIGHT ANGLES THERETO AT STATION 99+09.5, THENCE TURNING AT A RIGHT ANGLE WITH SAID BALDWIN STREET AND RUNNING SOUTHWESTERLY ONE HUNDRED AND TWENTY AND THIRTY-FIVE HUNDREDTHS ( $120\frac{35}{100}$ ) FEET TO LAND OF SAID RAILROAD COMPANY AT A POINT DISTANT FIFTY-EIGHT AND SEVENTY-FOUR HUNDREDTHS ( $58\frac{74}{100}$ ) FEET NORTHEASTERLY FROM SAID BASELINE MEASURED AT RIGHT ANGLES THERETO AT STATION 100+11.4, THENCE RUNNING SOUTH  $13^{\circ}50'$  EAST (TRUE MERIDIAN) BY LAND OF SAID RAILROAD COMPANY NINETEEN AND SEVEN TENTHS ( $19\frac{7}{10}$ ) FEET TO A CORNER, THENCE RUNNING SOUTHEASTERLY BY LAND OF SAID RAILROAD COMPANY ONE HUNDRED AND THIRTY-EIGHT AND NINE TENTHS ( $138\frac{9}{10}$ ) FEET TO SAID BALDWIN STREET, THENCE RUNNING NORTHWESTERLY BY SAID BALDWIN STREET EIGHTY-SEVEN AND THIRTY HUNDREDTHS ( $87\frac{30}{100}$ ) FEET TO THE PLACE OF BEGINNING.

THE TWELFTH PARCEL IS ALSO SITUATED IN THE TOWN OF WEST SPRINGFIELD AND IS BOUNDED AS FOLLOWS:-

BEGINNING AT A STONE MONUMENT SET IN THE GROUND ON THE DIVIDING-LINE BETWEEN LAND OF FRANK L. WORTHY AND LAND OF THE BOSTON AND ALBANY RAILROAD COMPANY, DISTANT TWO HUNDRED AND TWENTY-NINE (229) FEET NORTHERLY FROM THE BASELINE OF THE LOCATION OF THE BOSTON AND ALBANY RAILROAD, MEASURED AT RIGHT ANGLES THERETO AT STATION 114+4.7 ON SAID BASELINE, THENCE RUNNING SOUTHWESTERLY FOUR HUNDRED AND SEVENTY-EIGHT AND FIFTY-SIX HUNDREDTHS ( $478\frac{56}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND DISTANT ONE HUNDRED AND FIFTY (150) FEET NORTHERLY FROM SAID BASELINE, MEASURED AT RIGHT ANGLES THERETO AT STATION 118+90 ON SAID BASELINE, THENCE RUNNING SOUTHEASTERLY AND NORTH-EASTERLY BY LAND OF SAID RAILROAD COMPANY TO THE PLACE OF BEGINNING.

THE THIRTEENTH PARCEL IS ALSO SITUATED IN THE TOWN OF WEST SPRINGFIELD AND IS BOUNDED AS FOLLOWS:- BEGINNING AT THE SOUTHWESTERLY END OF PARCEL No. 12, THENCE RUNNING SOUTHWESTERLY ONE

HUNDRED AND FORTY-FOUR AND FIFTY-THREE HUNDREDTHS ( $144\frac{53}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND ON THE DIVIDING-LINE BETWEEN LAND OF WILLIAM F. COOK AND LAND OF THE AMERICAN WRITING PAPER COMPANY, DISTANT ONE HUNDRED AND THIRTY-ONE (131) FEET NORTHERLY FROM SAID BASELINE MEASURED AT RIGHT ANGLES THERETO AT STATION 120+26.8 ON SAID BASELINE, THENCE RUNNING SOUTH-EASTERLY AND NORTHEASTERLY BY LAND OF SAID RAILROAD COMPANY TO THE PLACE OF BEGINNING.

THE FOURTEENTH PARCEL IS ALSO SITUATED IN THE TOWN OF WEST SPRINGFIELD AND IS BOUNDED AS FOLLOWS:-

BEGINNING AT THE SOUTHWESTERLY END OF PARCEL No. 13, THENCE RUNNING WESTERLY SIXTY-SIX AND EIGHTY-ONE HUNDREDTHS ( $66\frac{81}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND ON THE DIVIDING-LINE BETWEEN LAND OF THE AMERICAN WRITING PAPER COMPANY AND LAND OF SAID RAILROAD COMPANY DISTANT ONE HUNDRED AND THIRTY (130) FEET NORTHERLY FROM THE BASELINE OF THE LOCATION OF THE BOSTON AND ALBANY RAILROAD MEASURED AT RIGHT ANGLES THERETO AT STATION 120+90, THENCE RUNNING SOUTHEASTERLY AND NORTHERLY BY LAND OF SAID RAILROAD COMPANY TO THE PLACE OF BEGINNING.

THE FIFTEENTH PARCEL IS SITUATED IN THE TOWN OF CHESTER AND IS BOUNDED AS FOLLOWS:-

BEGINNING AT A STONE MONUMENT SET IN THE GROUND ON THE DIVIDING-LINE BETWEEN LAND OF THE ASHLAND EMERY AND CORUNDUM COMPANY AND LAND OF THE BOSTON AND ALBANY RAILROAD COMPANY DISTANT FIFTY-SEVEN AND SEVENTY-FIVE HUNDREDTHS ( $57\frac{75}{100}$ ) FEET NORTHEASTERLY FROM THE BASELINE OF THE LOCATION OF THE BOSTON AND ALBANY RAILROAD MEASURED AT RIGHT ANGLES THERETO AT STATION 1438+20.4, THENCE RUNNING SOUTHEASTERLY BY A LINE PARALLEL WITH AND DISTANT FIFTY-SEVEN AND SEVENTY-FIVE HUNDREDTHS ( $57\frac{75}{100}$ ) FEET NORTHEASTERLY FROM SAID BASELINE ABOUT THREE HUNDRED AND EIGHTY-EIGHT AND NINE TENTHS ( $388\frac{9}{10}$ ) FEET, MORE OR LESS, TO THE THREAD OF THE STREAM OF THE WESTFIELD RIVER, THENCE RUNNING WESTERLY BY THE THREAD OF THE STREAM OF SAID RIVER TO LAND OF SAID RAILROAD COMPANY, THENCE RUNNING NORTHWESTERLY BY LAND OF SAID RAILROAD COMPANY ABOUT THREE HUNDRED AND EIGHTY-THREE AND FIVE TENTHS ( $383\frac{5}{10}$ ) FEET TO A CORNER, THENCE RUNNING NORTH  $65^{\circ}22'$  EAST (TRUE MERIDIAN) BY LAND OF SAID RAILROAD COMPANY TO THE PLACE OF BEGINNING.

THE DISTANCES OF THE OUTSIDE LINES OF THE LOCATION FROM THE BASELINE ARE MEASURED AT RIGHT ANGLES WITH THE BASE LINE.

*C. F. Conant*  
*Marion C. Davis*

*Wm. B. Ballou*  
*Henry B. Chapin*  
*Frederick Foster*

DIRECTORS  
OF THE  
BOSTON AND ALBANY  
RAILROAD COMPANY.

BOSTON, SEPTEMBER 17, 1909.

I HEREBY CERTIFY THAT THIS RECORD OF LOCATION AND PLAN IS PREPARED IN CONFORMITY WITH THE RULES PRESCRIBED BY THE BOARD OF RAILROAD COMMISSIONERS UNDER SECTIONS 75, 78 AND 81, PART II, CHAPTER 463, ACTS OF 1906.

*Charles E. Mann*

CLERK, BOARD OF R.R. COMMISSIONERS.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad

### ***Date Recorded***

09/23/1908

### ***Sheet***

4

### ***Page***

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### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

Old Palmer

Brimfield

### ***Abutter Names located on Plan***

Stone et Al, Elvira N.

Allen, Joseph M.

Chalk, Thomas J.

Fosman, H.

Springfield & Eastern St. Rv. Co.

### ***Stations***

### ***Landmarks located on Plan***

Highway

Base Line

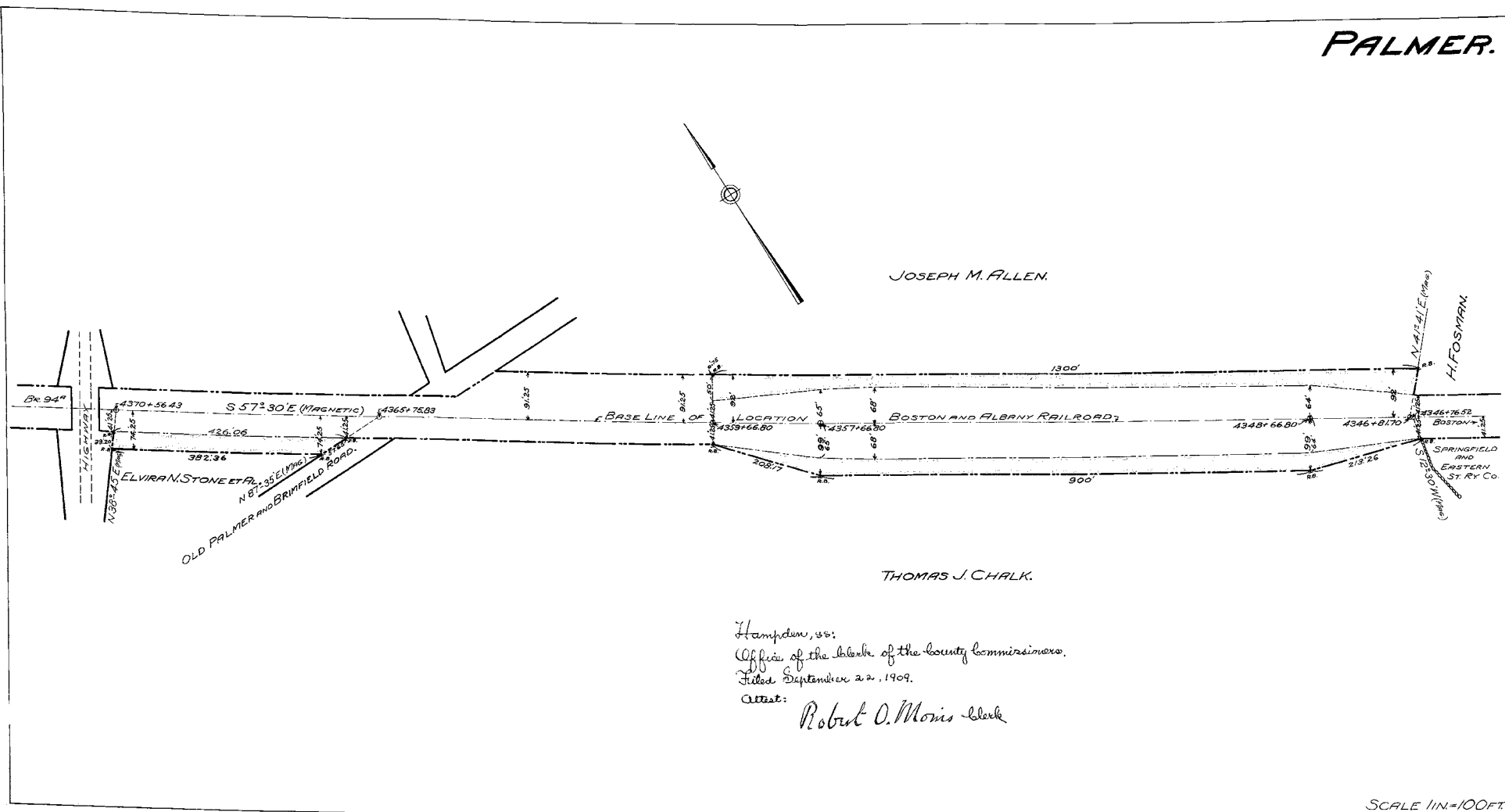
**PALMER.**

JOSEPH M. ALLEN.

THOMAS J. CHALK.

Hampden, ss:  
 Office of the Clerk of the County Commissioners.  
 Filed September 22, 1909.  
 Attest:  
*Robert O. Morris Clerk*

SCALE 1/IN.=100 FT.





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co

### ***Date Recorded*** ***Sheet*** ***Page***

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***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description



IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 463 OF THE ACTS OF THE COMMONWEALTH OF MASSACHUSETTS OF 1906, THE BOSTON AND ALBANY RAILROAD COMPANY hereby files a LOCATION ON LAND PURCHASED BY IT SINCE AUGUST 1, 1909, FOR RAILROAD PURPOSES IN THE COUNTY OF HAMPDEN IN SAID COMMONWEALTH, AS SHOWN ON THE ACCOMPANYING PLANS.

THE LAND SO LOCATED UPON CONSISTS OF SEVEN PARCELS BOUNDED AND DESCRIBED AS FOLLOWS:-

THE FIRST PARCEL IS SITUATED IN THE TOWN OF WILBRAHAM AND IS BOUNDED AS FOLLOWS:-

BEGINNING AT A STONE MONUMENT SET IN THE GROUND ON THE DIVIDING-LINE BETWEEN LAND OF ALDONA E. CLARK AND LAND NOW OR FORMERLY OF A. SIMONS DISTANT SEVENTY-FIVE AND TWENTY-FIVE HUNDREDTHS ( $75\frac{25}{100}$ ) FEET SOUTHERLY FROM THE BASE LINE OF THE LOCATION OF THE BOSTON AND ALBANY RAILROAD; THENCE RUNNING EASTERLY BY A LINE PARALLEL WITH AND DISTANT SEVENTY-FIVE AND TWENTY-FIVE HUNDREDTHS ( $75\frac{25}{100}$ ) FEET SOUTHERLY FROM SAID BASE LINE FOUR HUNDRED AND FIFTY-TWO AND EIGHTY-NINE HUNDREDTHS ( $452\frac{89}{100}$ ) FEET TO LAND FORMERLY OF MARIA S. BALDWIN ET AL, NOW OF SAID RAILROAD COMPANY; THENCE RUNNING NORTH  $1^{\circ}39'$  EAST (MAGNETIC) BY SAID LAND FORMERLY OF SAID BALDWIN THIRTY-FOUR AND THIRTEEN HUNDREDTHS ( $34\frac{13}{100}$ ) FEET TO A CORNER OF LAND OF SAID RAILROAD COMPANY; THENCE RUNNING WESTERLY BY LAND OF SAID RAILROAD COMPANY TO LAND OF SAID SIMONS; THENCE RUNNING SOUTH  $1^{\circ}37'$  WEST (MAGNETIC) ABOUT THIRTY-FOUR AND THIRTEEN HUNDREDTHS ( $34\frac{13}{100}$ ) FEET TO THE PLACE OF BEGINNING.

THE SECOND PARCEL IS SITUATED IN THE TOWN OF WEST SPRINGFIELD AND IS BOUNDED AS FOLLOWS:-

BEGINNING AT THE INTERSECTION OF THE NORTHWESTERLY LINE OF LOWELL AVENUE WITH THE DIVIDING-LINE BETWEEN LAND FORMERLY OF BLOOMFIELD H. DAYTON, NOW OF SAID RAILROAD COMPANY AND LAND FORMERLY OF ELIZABETH MOSHER, NOW OF SAID RAILROAD COMPANY AT A POINT DISTANT ONE HUNDRED AND NINETY-TWO AND FIFTY-ONE HUNDREDTHS ( $192\frac{51}{100}$ ) FEET SOUTHERLY FROM THE BASE LINE OF THE LOCATION OF THE BOSTON AND ALBANY RAILROAD MEASURED AT RIGHT ANGLES THERETO AT STATION 66+29.7; THENCE RUNNING NORTHWESTERLY BY LAND FORMERLY OF SAID MOSHER ONE HUNDRED AND EIGHT AND FIFTY-THREE HUNDREDTHS ( $108\frac{53}{100}$ ) FEET TO LAND OF SAID RAILROAD COMPANY AT A POINT DISTANT ONE HUNDRED AND FORTY-THREE AND FOURTEEN HUNDREDTHS ( $143\frac{14}{100}$ ) FEET SOUTHERLY FROM SAID BASE LINE MEASURED AT RIGHT ANGLES THERETO AT STATION 67+22.3; THENCE RUNNING WESTERLY BY LAND OF SAID RAILROAD COMPANY NINETEEN AND THIRTY-NINE HUNDREDTHS ( $19\frac{39}{100}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND; THENCE RUNNING SOUTH  $44^{\circ}02'$  WEST (TRUE COURSE) BY LAND OF SAID RAILROAD COMPANY THIRTY-NINE AND SEVENTY-SEVEN HUNDREDTHS ( $39\frac{77}{100}$ ) FEET TO LAND NOW OR FORMERLY OF MRS. TARBELL AT A POINT DISTANT ONE HUNDRED AND EIGHTY AND FORTY HUNDREDTHS ( $180\frac{40}{100}$ ) FEET SOUTHERLY FROM SAID BASE LINE MEASURED AT RIGHT ANGLES THERETO AT STATION 67+57.6; THENCE RUNNING SOUTHEASTERLY BY LAND OF SAID TARBELL ONE HUNDRED AND TWENTY-FIVE ( $125$ ) FEET TO A POINT ON THE SAID NORTHWESTERLY LINE OF SAID LOWELL AVENUE DISTANT TWO HUNDRED AND THIRTY-SIX AND EIGHTY-EIGHT HUNDREDTHS ( $236\frac{88}{100}$ ) FEET SOUTHERLY FROM SAID BASE LINE MEASURED AT RIGHT ANGLES THERETO AT STATION 66+51.2; THENCE RUNNING NORTHEASTERLY BY SAID LOWELL AVENUE FIFTY ( $50$ ) FEET TO THE PLACE OF BEGINNING.

THE THIRD PARCEL IS ALSO SITUATED IN THE TOWN OF WEST SPRINGFIELD AND IS BOUNDED AS FOLLOWS:-

BEGINNING AT THE INTERSECTION OF THE DIVIDING-LINE BETWEEN LAND OF FRANK L. WORTHY AND LAND FORMERLY OF MICHAEL CORCORAN, NOW OF SAID RAILROAD COMPANY, WITH THE DIVIDING-LINE BETWEEN LAND OF SAID RAILROAD COMPANY AND SAID LAND FORMERLY OF SAID CORCORAN AT A POINT DISTANT FORTY-ONE AND TWENTY-FIVE HUNDREDTHS ( $41\frac{25}{100}$ ) FEET SOUTHERLY FROM THE BASE LINE OF THE LOCATION OF THE BOSTON AND ALBANY RAILROAD MEASURED AT RIGHT ANGLES THERETO AT STATION 5301+87.0; THENCE RUNNING EASTERLY BY LAND OF SAID RAILROAD COMPANY ABOUT THREE HUNDRED ( $300$ ) FEET TO THE SOUTHWESTERLY LINE OF BALDWIN STREET; THENCE RUNNING SOUTHEASTERLY BY SAID BALDWIN STREET ONE HUNDRED AND THIRTY-EIGHT AND FIVE TENTHS ( $138\frac{5}{10}$ ) FEET TO LAND NOW OR FORMERLY OF DAVID MONTGOMERY AT A POINT DISTANT ONE HUNDRED AND FIFTY-NINE AND FORTY-ONE HUNDREDTHS ( $159\frac{41}{100}$ ) FEET SOUTHEASTERLY FROM SAID BASE LINE MEASURED AT RIGHT ANGLES THERETO AT STATION 5298+15.02; THENCE RUNNING SOUTHWESTERLY BY LAND OF SAID MONTGOMERY SEVENTY-EIGHT ( $78$ ) FEET TO THE WESTFIELD RIVER; THENCE RUNNING NORTHWESTERLY BY THE SAID WESTFIELD RIVER ABOUT THREE HUNDRED AND FIVE ( $305$ ) FEET TO LAND OF SAID WORTHY; THENCE RUNNING NORTHERLY BY LAND OF SAID WORTHY ONE HUNDRED AND TWENTY-FOUR AND FIVE TENTHS ( $124\frac{5}{10}$ ) FEET TO THE PLACE OF BEGINNING.

THE FOURTH PARCEL IS SITUATED IN THE TOWN OF WESTFIELD AND IS BOUNDED AS FOLLOWS:-

BEGINNING AT A POINT ON THE SOUTHEASTERLY LINE OF A PUBLIC WAY WHICH CROSSES THE BOSTON AND ALBANY RAILROAD AT A CROSSING COMMONLY KNOWN AS LEE'S CROSSING, SAID POINT BEING DISTANT SEVENTY-FOUR AND TWENTY-FIVE HUNDREDTHS ( $74\frac{25}{100}$ ) FEET NORTHEASTERLY FROM THE BASE LINE OF THE LOCATION OF THE BOSTON AND ALBANY RAILROAD

MEASURED AT RIGHT ANGLES THERETO AT STATION 5570+11.18; THENCE RUNNING SOUTHEASTERLY BY A LINE PARALLEL WITH AND DISTANT SEVENTY-FOUR AND TWENTY-FIVE HUNDREDTHS ( $74\frac{25}{100}$ ) FEET NORTHEASTERLY FROM SAID BASE LINE ABOUT EIGHT HUNDRED AND EIGHTY-SIX ( $886$ ) FEET TO A STONE MONUMENT SET IN THE GROUND ON THE DIVIDING-LINE BETWEEN LAND OF GAMALIEL C. LEE AND LAND OF LEROY A. EATON AT A POINT OPPOSITE STATION 5561+00.91; THENCE RUNNING SOUTH  $45^{\circ}04'$  WEST (TRUE COURSE) BY LAND OF SAID EATON THIRTY-THREE AND FIFTY-ONE HUNDREDTHS ( $33\frac{51}{100}$ ) FEET TO LAND OF SAID RAILROAD COMPANY; THENCE RUNNING NORTHWESTERLY BY LAND OF SAID RAILROAD COMPANY ABOUT EIGHT HUNDRED AND NINETY-TWO ( $892$ ) FEET TO SAID PUBLIC WAY; THENCE RUNNING NORTHEASTERLY BY SAID PUBLIC WAY THIRTY-THREE AND THIRTY-EIGHT HUNDREDTHS ( $33\frac{38}{100}$ ) FEET TO THE PLACE OF BEGINNING.

THE FIFTH PARCEL IS ALSO SITUATED IN SAID TOWN OF WESTFIELD AND IS BOUNDED AS FOLLOWS:-

BEGINNING AT A POINT ON THE EASTERLY LINE OF A PUBLIC WAY WHICH CROSSES THE BOSTON AND ALBANY RAILROAD AT BRIDGE NO. 120 ON SAID RAILROAD, AT POWDER MILL BROOK, SO-CALLED, SAID POINT BEING DISTANT ONE HUNDRED AND THIRTY ( $130$ ) FEET NORTHEASTERLY FROM THE BASE LINE OF THE LOCATION OF SAID RAILROAD, MEASURED AT RIGHT ANGLES THERETO; THENCE RUNNING SOUTHEASTERLY BY A LINE PARALLEL WITH AND DISTANT ONE HUNDRED AND THIRTY ( $130$ ) FEET NORTHEASTERLY FROM SAID BASE LINE ABOUT TWO HUNDRED AND SEVENTY-FIVE ( $275$ ) FEET TO A STONE MONUMENT SET IN THE GROUND OPPOSITE STATION 5588+95.9; THENCE RUNNING SOUTHEASTERLY ABOUT ONE THOUSAND THREE HUNDRED AND TWENTY-NINE ( $1329$ ) FEET TO A STONE MONUMENT SET IN THE GROUND DISTANT FOUR HUNDRED AND FORTY-EIGHT AND FORTY-FOUR HUNDREDTHS ( $448\frac{44}{100}$ ) FEET NORTHEASTERLY FROM SAID BASE LINE MEASURED AT RIGHT ANGLES THERETO AT STATION 5575+96.43; THENCE DEFLECTING  $9^{\circ}52'$  TO THE RIGHT AND RUNNING SOUTHEASTERLY FOUR HUNDRED AND ELEVEN AND NINE TENTHS ( $411\frac{9}{10}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND DISTANT FOUR HUNDRED AND FIFTY-TWO AND NINETY HUNDREDTHS ( $452\frac{90}{100}$ ) FEET NORTHEASTERLY FROM SAID BASE LINE MEASURED AT RIGHT ANGLES THERETO AT STATION 5571+53.7; THENCE DEFLECTING  $80^{\circ}30'$  TO THE RIGHT AND RUNNING SOUTH  $37^{\circ}40'$  WEST (TRUE COURSE) ONE HUNDRED AND FIFTY-TWO AND SIX HUNDREDTHS ( $152\frac{6}{100}$ ) FEET TO LAND OF SAID RAILROAD COMPANY; THENCE RUNNING NORTHWESTERLY BY LAND OF SAID RAILROAD COMPANY BY SEVERAL SUCCESSIVE COURSES TO SAID PUBLIC WAY; THENCE RUNNING NORTHWESTERLY BY SAID PUBLIC WAY ABOUT EIGHTY-FIVE ( $85$ ) FEET TO THE PLACE OF BEGINNING.

THE SIXTH PARCEL IS SITUATED IN THE TOWN OF RUSSELL AND IS BOUNDED AS FOLLOWS:-

BEGINNING AT THE INTERSECTION OF THE WESTERLY LINE OF MONTGOMERY ROAD WITH THE DIVIDING-LINE BETWEEN LAND OF SAID RAILROAD COMPANY AND LAND FORMERLY OF EUGENE D. PARKS, NOW OF SAID RAILROAD COMPANY, AT A POINT DISTANT ONE HUNDRED AND TWENTY-SEVEN AND EIGHTY-ONE HUNDREDTHS ( $127\frac{81}{100}$ ) FEET EASTERLY FROM THE BASE LINE OF THE LOCATION OF THE BOSTON AND ALBANY RAILROAD MEASURED AT RIGHT ANGLES THERETO AT STATION 6107+7.13; THENCE RUNNING WESTERLY ABOUT EIGHTY-SEVEN ( $87$ ) FEET TO LAND OF SAID RAILROAD COMPANY; THENCE RUNNING NORTHERLY BY LAND OF SAID RAILROAD COMPANY TWO THOUSAND ONE HUNDRED AND THIRTY-TWO AND SEVENTY-EIGHT HUNDREDTHS ( $2132\frac{78}{100}$ ) FEET TO A POINT ON THE SAID WESTERLY LINE OF SAID MONTGOMERY ROAD DISTANT EIGHTY ( $80$ ) FEET EASTERLY FROM SAID BASE LINE MEASURED AT RIGHT ANGLES THERETO AT STATION 6128+39.49; THENCE RUNNING SOUTHERLY BY THE SAID WESTERLY LINE OF SAID MONTGOMERY ROAD ABOUT TWO THOUSAND ONE HUNDRED AND FORTY ( $2140$ ) FEET TO THE PLACE OF BEGINNING.



## HAMPDEN COUNTY RAILROAD PROJECT

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Boston & Albany Railroad Co

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***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description



THE SEVENTH PARCEL IS SITUATED IN THE TOWN OF CHESTER AND IS BOUNDED AS FOLLOWS:-  
 BEGINNING AT A POINT ON THE NORTHWESTERLY LINE OF A PUBLIC WAY WHICH CROSSES THE BOSTON AND ALBANY RAILROAD AT BRIDGE NO. 134-B, DISTANT FORTY-ONE AND TWENTY-FIVE HUNDREDTHS ( $41\frac{25}{100}$ ) FEET NORTHEASTERLY FROM THE BASE LINE OF THE LOCATION OF SAID RAILROAD MEASURED AT RIGHT ANGLES THERETO AT STATION 6627+735; THENCE RUNNING NORTHEASTERLY BY THE SAID NORTHWESTERLY LINE OF SAID PUBLIC WAY SIXTEEN AND FIFTY HUNDREDTHS ( $16\frac{50}{100}$ ) FEET TO A POINT DISTANT FIFTY-SEVEN AND SEVENTY-FIVE HUNDREDTHS ( $57\frac{75}{100}$ ) FEET NORTHEASTERLY FROM SAID BASE LINE MEASURED AT RIGHT ANGLES THERETO; THENCE RUNNING NORTHWESTERLY BY A LINE PARALLEL WITH AND DISTANT FIFTY-SEVENTY AND SEVENTY-FIVE HUNDREDTHS ( $57\frac{75}{100}$ ) FEET NORTHEASTERLY FROM SAID BASE LINE ABOUT SEVEN HUNDRED AND FORTY (740) FEET TO THE THREAD OF THE STREAM OF THE WESTFIELD RIVER; THENCE RUNNING WESTERLY BY THE THREAD OF THE STREAM OF SAID RIVER TO LAND OF SAID RAILROAD COMPANY; THENCE RUNNING SOUTHEASTERLY BY LAND OF SAID RAILROAD COMPANY TO THE PLACE OF BEGINNING.

THE DISTANCES OF THE OUTSIDE LINES OF THE LOCATION FROM THE BASE LINE ARE MEASURED AT RIGHT ANGLES WITH THE BASE LINE.

*L. S. Sargent*  
*Edward L. Davis*  
 \_\_\_\_\_  
*Thomas Crane*  
 \_\_\_\_\_  
*Robert H. Anderson*  
*Reginald Foster*

DIRECTORS  
 OF THE  
 BOSTON & ALBANY  
 RAILROAD COMPANY

Hampden, ss:  
 Office of the Clerks of the County Commissioners.  
 Filed August 1, 1910.  
 Attest:  
*Robert O. Morris* Clerk.

BOSTON, JULY 27, 1910.  
 I HEREBY CERTIFY THAT THIS RECORD OF LOCATION AND PLAN IS PREPARED IN CONFORMITY WITH THE RULES PRESCRIBED BY THE BOARD OF RAILROAD COMMISSIONERS UNDER SECTIONS 75, 76, AND 81, PART II, CHAPTER 463, ACTS OF 1906.

*Charles E. Mann*  
 CLERK, BOARD OF RAILROAD COMMISSIONERS.





## HAMPDEN COUNTY RAILROAD PROJECT

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Boston & Albany Railroad Co

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### ***Towns located on Plan***

West Springfield

### ***Roads located on Plan***

Baldwin St

### ***Abutter Names located on Plan***

Goodenough, W P

Hogan, Mary L

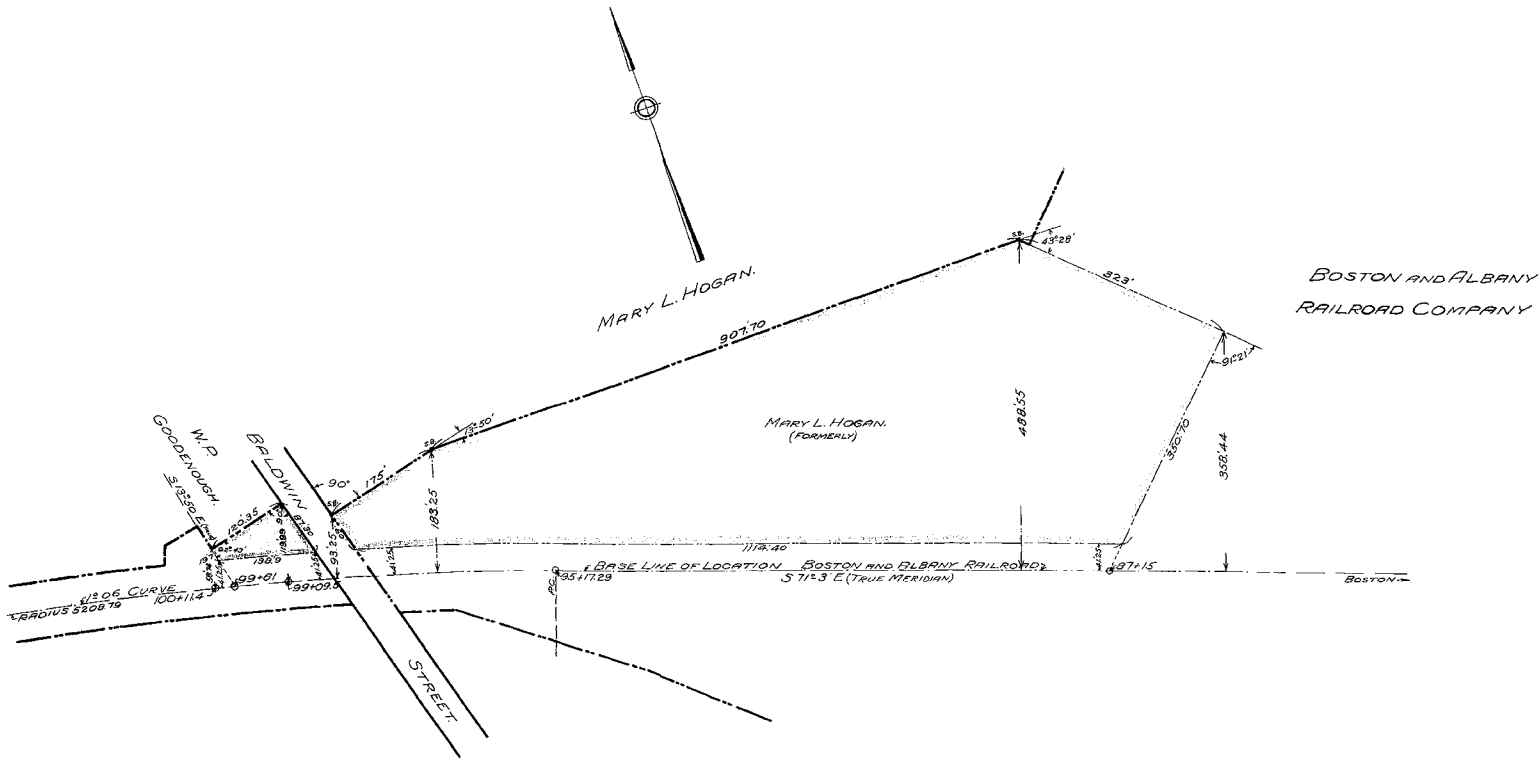
Boston & Albany RR Co

***Stations***    100+11.4-8

### ***Landmarks located on Plan***



**WEST SPRINGFIELD.**



SCALE, 1 IN. = 100 FT



## HAMPDEN COUNTY RAILROAD PROJECT

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Boston & Albany Railroad Co

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### **Towns located on Plan**

West Springfield

### **Roads located on Plan**

Union St

### **Landmarks located on Plan**

### **Abutter Names located on Plan**

American Writing Paper Co

Cook, William F

Worthy, Frank L

Boston & Albany RR Co

Cooley, HA (est)

Jacobs, Emily (heirs of)

Teeadwell, Sanford

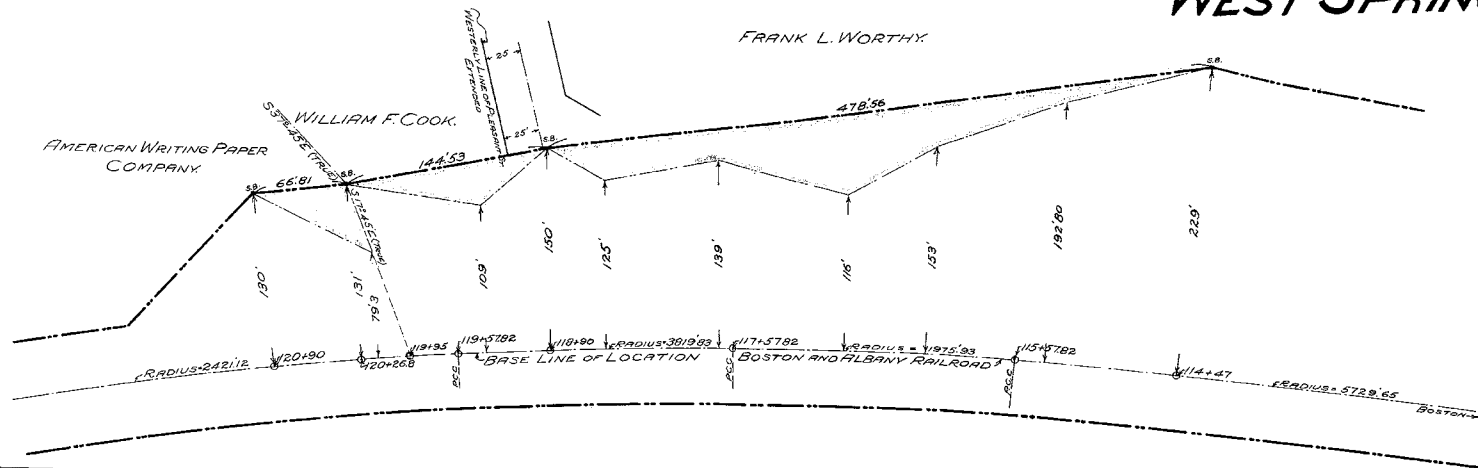
Jones, George A

McCarthy, Fred F

### **Stations**

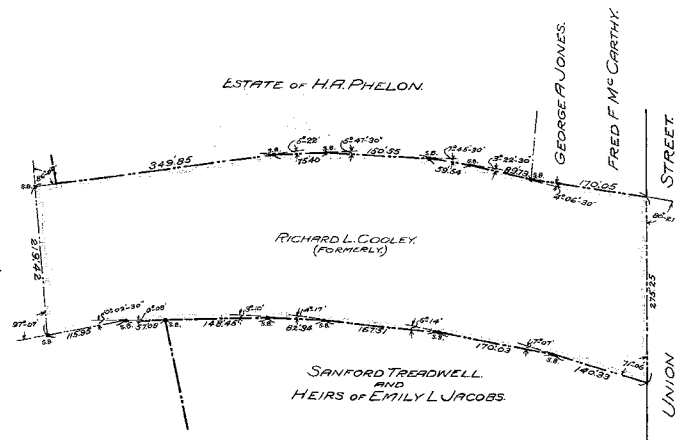
120+90-114

# WEST SPRINGFIELD.



ON THE CORNER OF THE RAILROAD

BOSTON AND ALBANY  
RAILROAD COMPANY.





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co

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### ***Towns located on Plan***

West Springfield

### ***Roads located on Plan***

Union St

Centennial Av

School St

### ***Abutter Names located on Plan***

Allen, Frances O

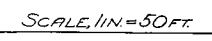
Boston & Albany RR Co

### ***Stations***

### ***Landmarks located on Plan***

Bridge # 113







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co

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### ***Towns located on Plan***

Wilbraham

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Clark, Aldona E

Baldwin, Maria S

Boston & Albany RR Co

Prest, Lydia J

Sweeney, Daniel J

Murphy, Thomas J

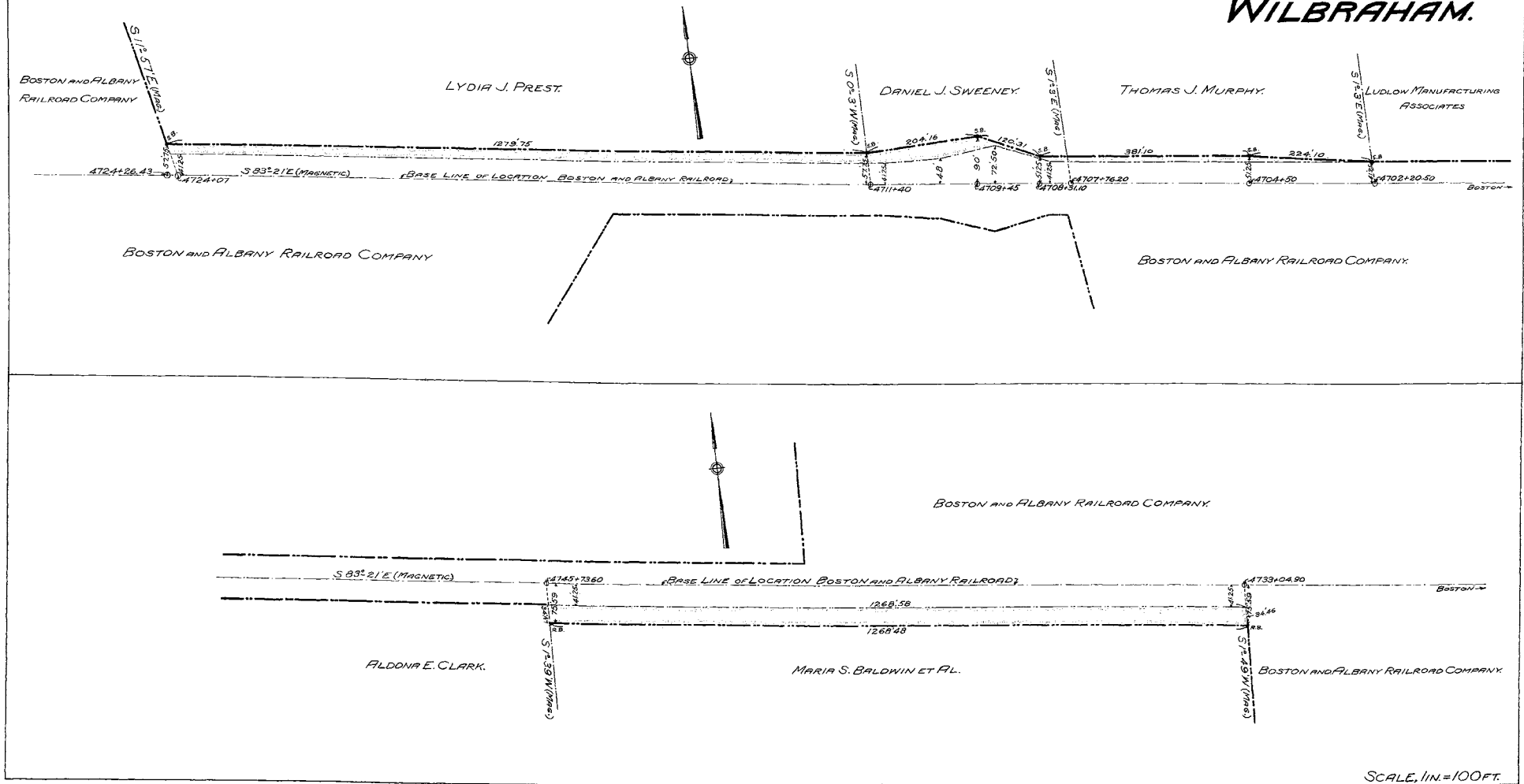
Ludlow Mfg Co

***Stations***   4745+73.60

### ***Landmarks located on Plan***



# WILBRAHAM.







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Boston & Albany Railroad Co

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### **Towns located on Plan**

West Springfield

### **Roads located on Plan**

Lowell St

Lowell Ave

Bridge St

**Stations**    67+61.9-65

### **Landmarks located on Plan**

(formerly)

### **Abutter Names located on Plan**

Boston & Albany RR Co    Clark, Simpson

Tarbell                      Moriarty, Timothy

Dayton, Bloomfield H    Conners, Josephine

Sackett, George            Rogers, J

Alden, JC                    Clark, Simpson

Cashman, W                Daly, Edward

Nelson, George            Hallein, John Jr

Coughlin, Michael

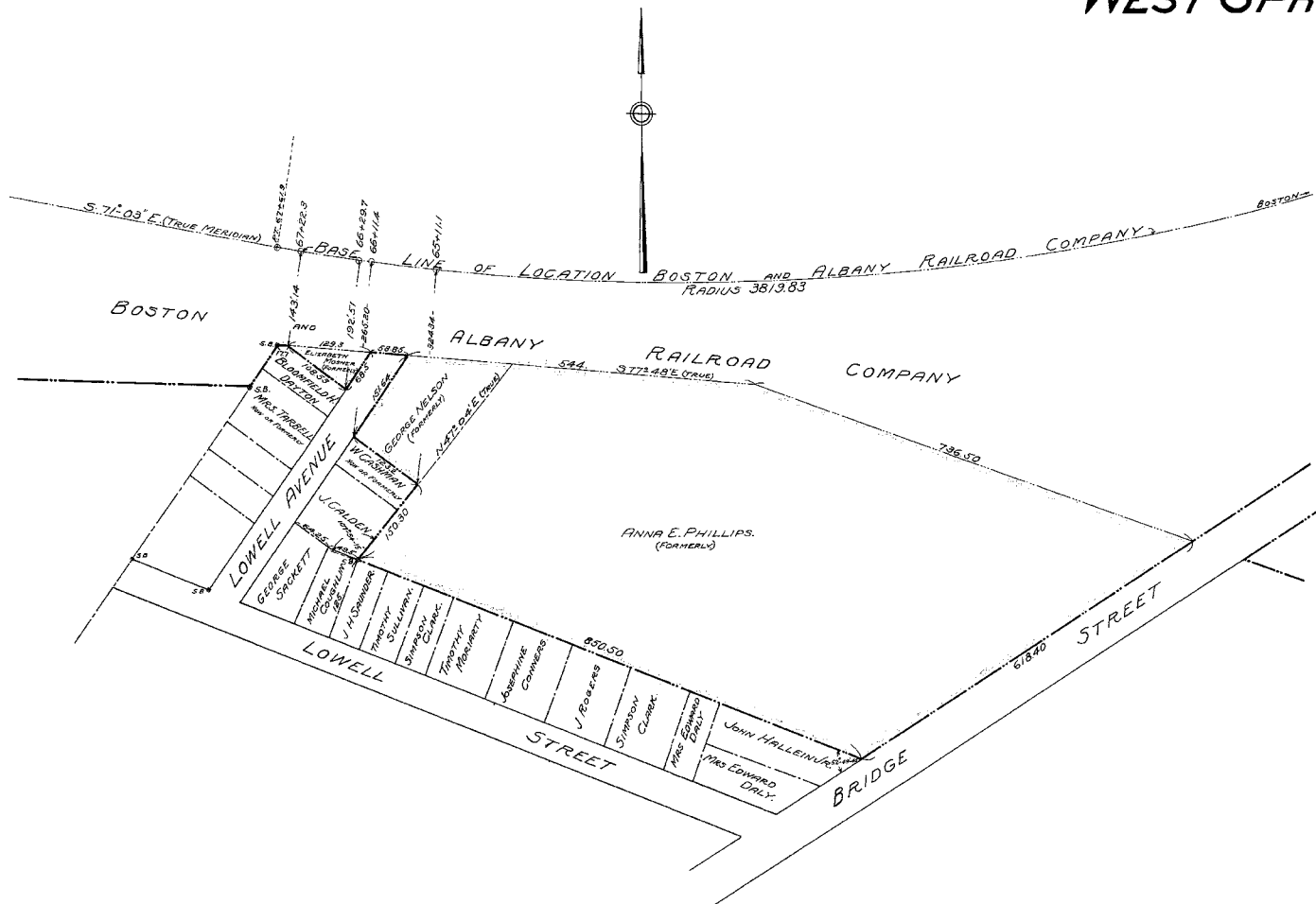
Saunders, JH

Phillips, Anna E

Sullivan, Timothy



*WEST SPRINGFIELD.*



SCALE, 1 IN. = 100 FT.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Albany Railroad Co

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### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

Hgy

### ***Abutter Names located on Plan***

Boston & Albany RR Co

Knox, Charles

Smith, Melissa E

***Stations***    6677-6664

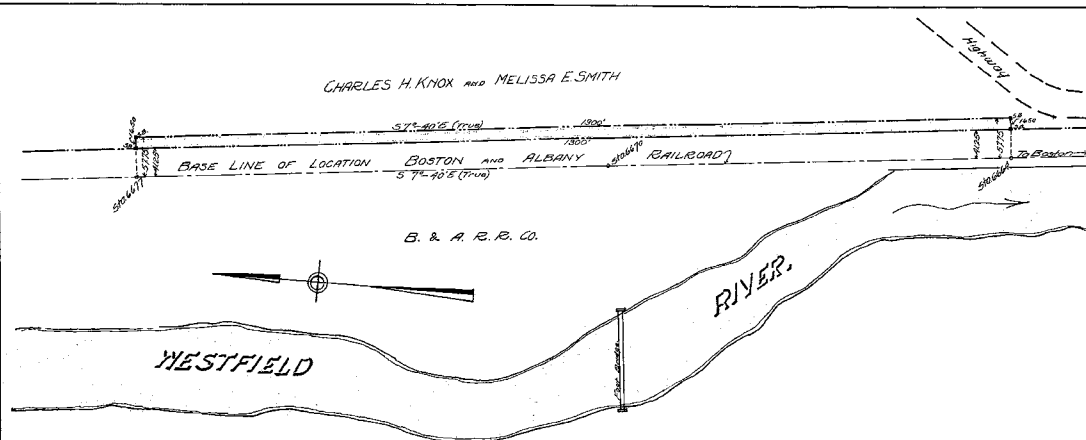
### ***Landmarks located on Plan***

Westfield River

Description Page



CHESTER



IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 463 OF THE ACTS OF 1906 OF THE COMMONWEALTH OF MASSACHUSETTS, THE BOSTON AND ALBANY RAILROAD COMPANY FILES A LOCATION OF ADDITIONAL LAND TAKEN FOR THE PURPOSE OF MAKING AND SECURING ITS RAILROAD AND FOR ONE OR MORE NEW TRACKS IN THE TOWN OF CHESTER AND COUNTY OF HAMPSHIRE IN SAID COMMONWEALTH AS SHOWN ON THE ACCOMPANYING PLAN.

THE LAND SO TAKEN IS BOUNDED AND DESCRIBED AS FOLLOWS:—

BEGINNING AT A STONE MONUMENT SET IN THE GROUND ON THE DIVIDING LINE BETWEEN LAND OF THE BOSTON AND ALBANY RAILROAD COMPANY AND LAND OF CHARLES H. KNOX AND MELISSA E. SMITH, DISTANT FORTY-ONE AND TWENTY-FIVE HUNDREDTHS ( $41\frac{25}{100}$ ) FEET EASTERLY FROM THE BASE LINE OF THE LOCATION OF THE BOSTON AND ALBANY RAILROAD, MEASURED AT RIGHT ANGLES THERETO, AT STATION 6664; THENCE RUNNING NORTHERLY BY SAID DIVIDING LINE THIRTEEN HUNDRED (1300) FEET TO A STONE MONUMENT SET IN THE GROUND, DISTANT FORTY-ONE AND TWENTY-FIVE HUNDREDTHS ( $41\frac{25}{100}$ ) FEET EASTERLY FROM SAID BASE LINE, MEASURED AT RIGHT ANGLES THERETO, AT STATION 6677; THENCE TURNING AT A RIGHT ANGLE AND RUNNING EASTERLY SIXTEEN AND FIVE TENTHS ( $16\frac{5}{10}$ ) FEET TO A STONE MONUMENT SET IN THE GROUND, DISTANT FIFTY-SEVEN AND SEVENTY-FIVE HUNDREDTHS ( $57\frac{75}{100}$ ) FEET EASTERLY FROM SAID BASE LINE; THENCE TURNING AT A RIGHT ANGLE AND RUNNING SOUTHERLY BY A LINE PARALLEL WITH AND DISTANT FIFTY-SEVEN AND SEVENTY-FIVE HUNDREDTHS ( $57\frac{75}{100}$ ) FEET EASTERLY FROM SAID BASE LINE, THIRTEEN HUNDRED (1300) FEET TO A STONE MONUMENT SET IN THE GROUND; THENCE TURNING AT A RIGHT ANGLE AND RUNNING WESTERLY SIXTEEN AND FIVE TENTHS ( $16\frac{5}{10}$ ) FEET TO THE PLACE OF BEGINNING.

THE DISTANCES OF THE OUTSIDE LINE OF THE LAND TAKEN FROM THE BASE LINE ARE MEASURED AT RIGHT ANGLES WITH THE BASE LINE.

THE COURSES SHOWN UPON THE PLAN ARE TRUE COURSES.

Robert O. Morris  
C. S. Taggart  
Charles H. Knox  
Henry B. Chapin  
Reginald Foster

DIRECTORS  
OF THE  
BOSTON AND ALBANY  
RAILROAD COMPANY

Hampden, ss:

Office of the Clerk of the County Commissioners.

Filed February 7, 1910.

Attest: Robert O. Morris Clerk.

BOSTON, JANUARY 31, 1910.

I HEREBY CERTIFY THAT THIS RECORD OF LOCATION AND PLAN IS PREPARED IN CONFORMITY WITH THE RULES PRESCRIBED BY THE BOARD OF RAILROAD COMMISSIONERS UNDER SECTIONS 78 AND 81, PART II, CHAPTER 463, ACTS OF 1906.

Charles E. Mann  
CLERK, BOARD OF R. R. COMMISSIONERS.



## HAMPDEN COUNTY RAILROAD PROJECT

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Boston & Albany Railroad Co

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### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Boston & Albany R Co

Ashland Emery & Corundum Co

### ***Landmarks located on Plan***

Westfield River

Bridge # 132

### ***Stations***

[illegible][illegible]



## HAMPDEN COUNTY RAILROAD PROJECT

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Boston & Albany Railroad Co

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### ***Towns located on Plan***

Wilbraham

West Springfield

### ***Roads located on Plan***

Lowell St

Lowell Ave

Baldwin St

### ***Abutter Names located on Plan***

Clark, Aldona E

Baldwin, Maria S

Tarbell

Boston & Albany RR Co

Mosher, E

Worthy, Frank L

***Stations***      4750+26.53

### ***Landmarks located on Plan***

Parcel # 1

FKA Michael Corcoran

Parcel # 2

FKA Bloomfield H Dayton

(formerly)

Parcel # 3

Westfield River









## HAMPDEN COUNTY RAILROAD PROJECT

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Boston & Albany Railroad Co

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### ***Towns located on Plan***

Westfield

### ***Roads located on Plan***

Hgy

Hgy(Lee's Crossing)

### ***Abutter Names located on Plan***

Lee, Gamaliel C

Boston & Albany RR Co

Lee, Gamaliel C

Eaton, Leroy

***Stations***    5570+22.5-

### ***Landmarks located on Plan***

Powder Mill Brook

(Union St)

Parcel # 5

FKA Ambrose Day Jr

Parcel # 4



WESTFIELD

Parcel  
#4+5

GAMALIEL C. LEE.

#5

About 1329

B&ARR

GAMALIEL C. LEE.

HIGHWAY

HIGHWAY

BOSTON AND ALBANY R R

GAMALIEL C. LEE.

LEROY A. EATON.  
(Formerly Ambrose Dagde)

#4

HIGHWAY

Scale: 1 in = 100 ft.

UNION ST.

110' 120'

BASE LINE OF LOCATION  
S 36° 18' E (True Course)

LEES CROSSING  
HIGHWAY

Radius 3739.4

Radius 4780.2

Radius 3125.3

BASE LINE OF LOCATION BOSTON AND ALBANY R R  
P.C.C.

N. 1/2 Sec. 1 (True Course)

To Station 20



## HAMPDEN COUNTY RAILROAD PROJECT

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Boston & Albany Railroad Co

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### **Towns located on Plan**

Russell

Chester

### **Roads located on Plan**

Montgomery Rd

Huntington St

### **Abutter Names located on Plan**

Parks, Eugene D

Boston & Albany RR Co

Massasoit Abrasive Products Co

Glynn, William

Haskins, Milo

Hunt, Wilbur

Crocker, Frederick

Spearm Louis R

Levant Emery Co

### **Landmarks located on Plan**

Parcel # 6

Westfield River/Bridge #132

Parcel # 7

Bridge # 131B

### **Stations**

6128+39.49 6635+61.85





## HAMPDEN COUNTY RAILROAD PROJECT

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Boston & Albany Railroad Co

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### ***Towns located on Plan***

Monson

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Graves, Williams H

Calkins, Charles M

***Stations***   4589+74.47

### ***Landmarks located on Plan***

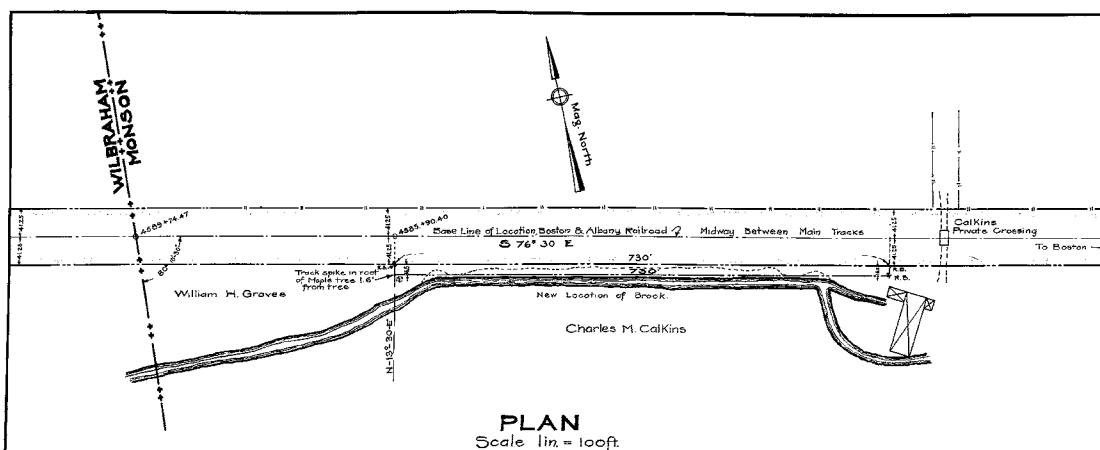
Wilbraham line/brook

Description Page

Calkins Private Crossing



**WILBRAHAM-  
MONSON**



W. B. Bullock  
C. S. August  
F. W. G. Walker  
J. M. Shaw  
Livingston Davis  
Reginald Foster

Directors  
of the  
Boston & Albany  
Railroad Company

In accordance with the provisions of Chapter 463 of the Acts of the Commonwealth of Massachusetts of 1906, The Boston and Albany Railroad Company hereby files a location on land purchased by it since September 8, 1911, for railroad purposes in the Town of Monson, County of Hampden, in said Commonwealth, as shown on the accompanying plan.

The land so located upon is bounded and described as follows:-

Beginning at an iron rail imbedded in the ground at a point on the dividing-line between land of William H. Graves and land formerly of Charles M. Calkins, now of said Railroad Company distant forty-one and twenty-five hundredths ( $41\frac{25}{100}$ ) feet southerly from the base line of the location of the Boston and Albany Railroad, measured at right angles thereto; thence running easterly by land of said Railroad Company about seven hundred and thirty (730) feet to an iron rail imbedded in the ground distant forty-one and twenty-five hundredths ( $41\frac{25}{100}$ ) feet southerly from said base line measured at right angles thereto; thence turning at a right angle and running southerly sixteen and fifty hundredths ( $16\frac{50}{100}$ ) feet to an iron rail imbedded in the ground distant fifty-seven and and seventy-five hundredths ( $57\frac{75}{100}$ ) feet southerly from said base line measured

at right angles thereto; thence running west-  
erly by land of said Charles M. Galkins by a  
line drawn parallel with and distant fifty-seven  
and seventy-five hundredths ( $57\frac{75}{100}$ ) feet south-  
erly from said base line about seven hun-  
dred and thirty (730) feet to land of said  
William H. Graves; thence running northerly by  
land of said Graves sixteen and fifty hun-  
dredths ( $16\frac{50}{100}$ ) feet to the place of beginning

The courses shown upon the plan are magnetic courses.

Boston August 27, 1912.

I hereby certify that this record and plan is prepared in conformity with the rules prescribed by the Board of Railroad Commissioners under Sections 75, 78 and 81 Part II Chapter 463 Acts of 1906.

Allen Brooks  
Cust. Clerk of Board of  
Railroad Commissioners.

Commonwealth of Massachusetts  
Hampden, ss:  
Clerk's Office of the County Commissioners,  
Filed September 6, 1912  
Attest: (S)

Robert O. Morris Clerk.



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Boston & Albany Railroad Co

### **Date Recorded    Sheet    Page**

10/10/1912    5    14

### **Towns located on Plan**

West Springfield

### **Roads located on Plan**

Main St

Bridge St

Globe St

**Stations**    30+63.61-2

### **Landmarks located on Plan**

FKA E T Davis

### **Abutter Names located on Plan**

Varespej, Anna    Boston & Albany RR Co

Elmer, Nelson

Henin, Charles C

Arnold, Wm (heirs of)

Pilalas, GN

Ginn, Chas (heirs of)

Coleman, Mary

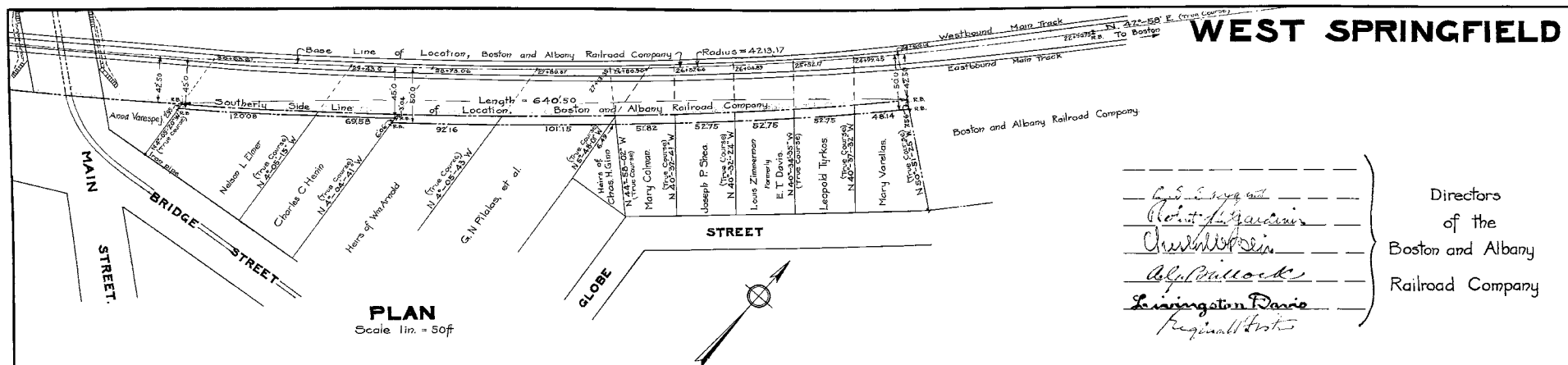
Shea, Joseph P

Zimmerman, Louis

Tyrkos, Leopold

Varellas, Mary





In accordance with the provisions of Chapter 463 of the Acts of 1906 of the Commonwealth of Massachusetts, The Boston and Albany Railroad Company files a location of additional land taken for the purpose of making and securing its railroad and for one or more new tracks adjacent to other land occupied by it by a track or tracks already in use, in the Town of West Springfield, County of Hampden and Commonwealth of Massachusetts, as shown on the accompanying plan.

The land so taken is described as follows:-

Beginning at an iron rail imbedded in the ground at the intersection of the southerly side line of the location of the Boston and Albany Railroad with the dividing-line between land supposed to be now or formerly of Anna Varespej and land supposed to be now or formerly of Nelson L. Elmer at a point distant forty-two and fifty hundredths (42.50) feet southeasterly from the base line of said location measured at right angles thereto; thence running northeasterly by land of said Boston and Albany Railroad Company by a line parallel with and distant forty-two and fifty hundredths (42.50) feet southeasterly from said base line of said location about six hundred and forty and fifty hundredths (640.50) feet to an iron rail imbedded in the ground at the northeasterly corner of land supposed to be now or formerly of Mary Varellos; thence running southeasterly by the dividing-line between said land supposed to be now or formerly of said Varellos and land of said Railroad Company about seven and fifty-six hundredths (7.56) feet to an iron rail imbedded in the ground distant fifty (50) feet southeasterly from said base line of said location measured at right angles thereto; thence running southwesterly by a line parallel with and distant

fifty (50) feet southeasterly from said base line of said location about forty-eight and fourteen hundredths (48.14) feet over land supposed to belong to said Mary Varellos, then about fifty-two and seventy-five hundredths (52.75) feet over land supposed to belong to Leopold Tyrkas, then about fifty-two and seventy-five hundredths (52.75) feet over land supposed to belong to Louis Zimmerman, formerly to E.T. Davis, then about fifty-two and seventy-five hundredths (52.75) feet over land supposed to belong to Joseph P. Shea, then about fifty-one and eighty-two (51.82) feet over land supposed to belong to Mary Colman, then about six and forty-nine hundredths (6.49) feet over land supposed to belong to Charles H. Ginn, then about one hundred and one and fifteen hundredths (101.15) feet over land supposed to belong to G.N. Filalas et al., then about ninety-two and sixteen hundredths (92.16) feet over land supposed to belong to heirs of William Arnold to an iron rail imbedded in the ground on the dividing-line between said land supposed to belong to said heirs of William Arnold and land supposed to be now or formerly of Charles C. Henin; thence running northerly by said last mentioned dividing-line about six and six hundredths (6.06) feet to an iron rail imbedded in the ground distant forty-five (45) feet southeasterly from said base line of said location measured at right angles thereto; thence running southwesterly by a line parallel with and distant forty-five (45) feet southeasterly from said base line of said location about sixty-nine and fifty-eight hundredths (69.58) feet over land supposed to belong to said Charles C. Henin, then about one hundred and twenty and eight hundredths (120.08) feet over land supposed to belong to said Nelson L. Elmer to an iron rail imbedded in the ground on the

said dividing-line between land supposed to belong to said Nelson L. Elmer and said land supposed to be now or formerly of said Anna Varespej; thence running northerly by said last mentioned dividing-line about two and ninety-five hundredths (2.95) feet to the place of beginning. The courses shown upon the plan are true courses.

Commonwealth of Massachusetts,  
 Hampden, ss.  
 Clerk's Office of the County Commissioners.  
 Filed October 10, 1912.  
 Attest: Robert O. Morris, Clerk.

Boston, Oct. 4, 1912.  
 I hereby certify that this record of location and plan is prepared in conformity with the rules prescribed by the Board of Railroad Commissioners under Sections 78, and 81, Part II, Chapter 463, Acts of 1906.

Charles E. Mann  
 Clerk of Board of Railroad Commissioners.





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Western Railroad(East of Conn.River)

### ***Date Recorded***

12/17/1838

### ***Sheet***

6

### ***Page***

1

***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

***Stations***

***Landmarks located on Plan***

Cover Page



# LOCATION OF THE WESTERN RAIL ROAD

IN

The COUNTY of  
HAMPDEN

EAST OF THE CONNECTICUT RIVER

At a meeting of the Board of Directors of the Western Rail Road Corporation, duly ordered and notified and held at the Office of the Corporation in Boston, December 12, 1838. Present a quorum of the Board.

The Engineers submitted maps of the definite location of the Western Rail Road from the Boston & Worcester Rail Road in Worcester to the easterly boundary line of the land of Thomas Mover; and also from Five Mile River in the County of Worcester to Connecticut River.

Ordered, that said maps as they exhibit the definite location of the Road, beginning at the Boston & Worcester Rail Road in the town of Worcester, & extending to a point near Boulder House Hill in the town of Worcester, on the easterly boundary line of the land of Thomas Mover, - and also the definite location of said Road from a point on the easterly side of Five Mile River to the easterly bank of Connecticut River be signed by the Resident Engineer & by a majority of the Directors and countersigned by the Clerk, and that the same be filed with the Commissioners of the Counties of Worcester and Hampden respectively, as the location of the Western Rail Road between the above mentioned limits.

Ellis Gray Loring,

Clerk.

Hampden. I certify that the foregoing following maps of the location of the Western Rail Road are this seventeenth day of December A. D. 1838 filed in the Office of the County Commissioners of the County of Hampden.

John. Ingersoll Clerk

Thomas B. Wales  
Sam. Dwight  
A. Rantoul Jr.  
Josiah Quincy Jr.  
Amasa Mathes  
John Henshaw  
George W. P.

Directors.

M. H. Miff.  
Resident Engineer.

Sept. 28, 1878. Approved under the provisions of Chapter 135, Acts of 1878.

Mr. Krapp,  
Clerk of Board of Railroad Commissioners

Ellis Gray Loring,  
Clerk

Drawn by Jas. P. Heath & Co.



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Western Railroad(East of Conn. River)

### **Date Recorded    Sheet    Page**

12/17/1838    6    2

### **Towns located on Plan**

Springfield

### **Roads located on Plan**

Chicopee Frailure Rd  
Rd  
Armory Street Rd  
Main St

**Stations**    640-760

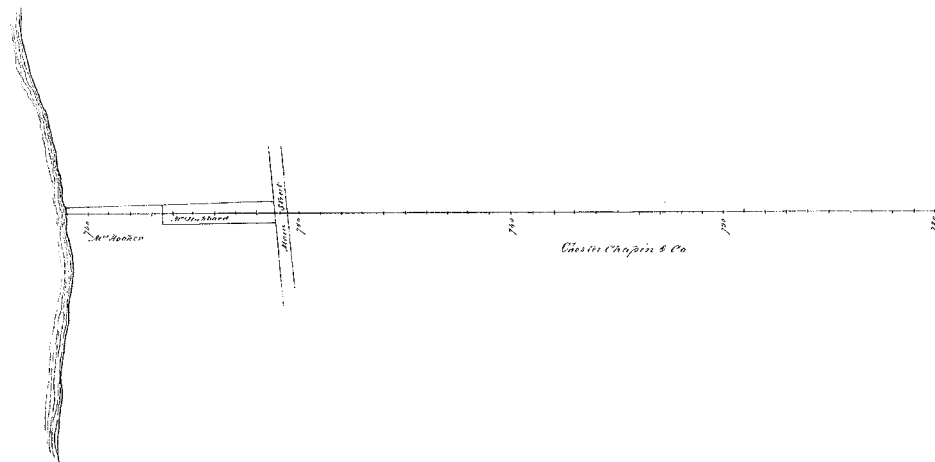
### **Landmarks located on Plan**

To Chabotville  
Connecticut River

### **Abutter Names located on Plan**

Flagg,Asa                      Chester Chapin & Co  
Stebbins,Festus              Hubbard  
Blifs,Alexander              Hooker  
Flagg,Asa  
Western Railroad Corp  
Hatch,Solomon  
Blifs,Gaines  
Lombard,Daniel  
Byers,James  
Sargeant,Horalie  
Stearns,Charles





| Table of <i>Whale Names of Leach's Porpoises</i> |              |              |              |              |              |              |              |              |              |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Whale<br>No.                                     | Whale<br>No. | Whale<br>No. | Whale<br>No. | Whale<br>No. | Whale<br>No. | Whale<br>No. | Whale<br>No. | Whale<br>No. | Whale<br>No. |
| Whale<br>No.                                     | Whale<br>No. | Whale<br>No. | Whale<br>No. | Whale<br>No. | Whale<br>No. | Whale<br>No. | Whale<br>No. | Whale<br>No. | Whale<br>No. |
| 1  | 2            | 3            | 4            | 5            | 6            | 7            | 8            | 9            | 10           |
| 11   | 12           | 13           | 14           | 15           | 16           | 17           | 18           | 19           | 20           |
| 21   | 22           | 23           | 24           | 25           | 26           | 27           | 28           | 29           | 30           |
| 31   | 32           | 33           | 34           | 35           | 36           | 37           | 38           | 39           | 40           |
| 41   | 42           | 43           | 44           | 45           | 46           | 47           | 48           | 49           | 50           |
| 51   | 52           | 53           | 54           | 55           | 56           | 57           | 58           | 59           | 60           |
| 61   | 62           | 63           | 64           | 65           | 66           | 67           | 68           | 69           | 70           |
| 71   | 72           | 73           | 74           | 75           | 76           | 77           | 78           | 79           | 80           |
| 81   | 82           | 83           | 84           | 85           | 86           | 87           | 88           | 89           | 90           |
| 91   | 92           | 93           | 94           | 95           | 96           | 97           | 98           | 99           | 100          |



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Western Railroad (East of Conn River)

### ***Date Recorded***

12/17/1838

### ***Sheet***

6

### ***Page***

3

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Frost, George

Cooley, Chester

Guy

Brewster, Daniel C

Bliss, Alexander

Howard, B(heirs of)

Flagg, Asa

***Stations*** 570-640

### ***Landmarks located on Plan***



[illegible]



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Western Railroad (East of Conn River)

### **Date Recorded**

12/17/1838

### **Sheet**

6

### **Page**

4

### **Towns located on Plan**

Springfield

### **Roads located on Plan**

**Stations** 480-560

### **Landmarks located on Plan**

Five Mile Pond

Pond

(heirs)

### **Abutter Names located on Plan**

Western Railroad Corp Hitchcock, Daniel

King, Samuel Ball, William

King, Horace Bradley, Chauncey

Lombard, Justin Chapin, Chauncey

Coley, Titus Savage, Jesse

Tucker, Ebenezer Gay, Bathsheba

Stebbins, John

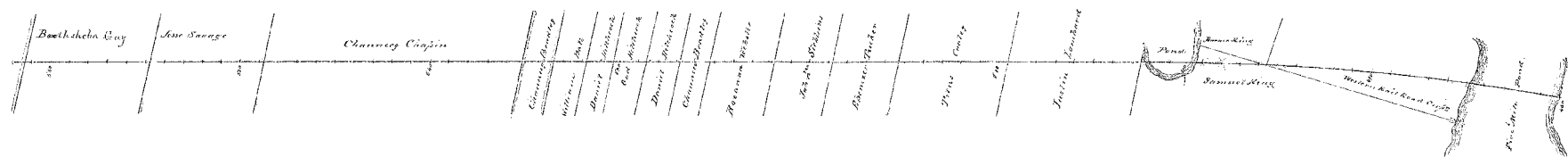
Webster, Roxanna

Bradley, Chauncey

Hitchcock, Daniel

Hitchcock, Gad





# S P R I N G F I E L D

| Street          | Number | Owner        | Value  | Assessment | Notes |
|-----------------|--------|--------------|--------|------------|-------|
| Pine Street     | 1      | John M. Bond | 100.00 | 10.00      |       |
| Main Street     | 2      | John M. Bond | 100.00 | 10.00      |       |
| South Street    | 3      | John M. Bond | 100.00 | 10.00      |       |
| Channing Chapel | 4      | John M. Bond | 100.00 | 10.00      |       |
| William         | 5      | John M. Bond | 100.00 | 10.00      |       |
| David           | 6      | John M. Bond | 100.00 | 10.00      |       |
| Daniel          | 7      | John M. Bond | 100.00 | 10.00      |       |
| Ann Savage      | 8      | John M. Bond | 100.00 | 10.00      |       |
| Bantshela City  | 9      | John M. Bond | 100.00 | 10.00      |       |
| Channing Chapel | 10     | John M. Bond | 100.00 | 10.00      |       |
| William         | 11     | John M. Bond | 100.00 | 10.00      |       |
| David           | 12     | John M. Bond | 100.00 | 10.00      |       |
| Daniel          | 13     | John M. Bond | 100.00 | 10.00      |       |
| Ann Savage      | 14     | John M. Bond | 100.00 | 10.00      |       |
| Bantshela City  | 15     | John M. Bond | 100.00 | 10.00      |       |
| Channing Chapel | 16     | John M. Bond | 100.00 | 10.00      |       |
| William         | 17     | John M. Bond | 100.00 | 10.00      |       |
| David           | 18     | John M. Bond | 100.00 | 10.00      |       |
| Daniel          | 19     | John M. Bond | 100.00 | 10.00      |       |
| Ann Savage      | 20     | John M. Bond | 100.00 | 10.00      |       |
| Bantshela City  | 21     | John M. Bond | 100.00 | 10.00      |       |
| Channing Chapel | 22     | John M. Bond | 100.00 | 10.00      |       |
| William         | 23     | John M. Bond | 100.00 | 10.00      |       |
| David           | 24     | John M. Bond | 100.00 | 10.00      |       |
| Daniel          | 25     | John M. Bond | 100.00 | 10.00      |       |
| Ann Savage      | 26     | John M. Bond | 100.00 | 10.00      |       |
| Bantshela City  | 27     | John M. Bond | 100.00 | 10.00      |       |
| Channing Chapel | 28     | John M. Bond | 100.00 | 10.00      |       |
| William         | 29     | John M. Bond | 100.00 | 10.00      |       |
| David           | 30     | John M. Bond | 100.00 | 10.00      |       |
| Daniel          | 31     | John M. Bond | 100.00 | 10.00      |       |
| Ann Savage      | 32     | John M. Bond | 100.00 | 10.00      |       |
| Bantshela City  | 33     | John M. Bond | 100.00 | 10.00      |       |
| Channing Chapel | 34     | John M. Bond | 100.00 | 10.00      |       |
| William         | 35     | John M. Bond | 100.00 | 10.00      |       |
| David           | 36     | John M. Bond | 100.00 | 10.00      |       |
| Daniel          | 37     | John M. Bond | 100.00 | 10.00      |       |
| Ann Savage      | 38     | John M. Bond | 100.00 | 10.00      |       |
| Bantshela City  | 39     | John M. Bond | 100.00 | 10.00      |       |
| Channing Chapel | 40     | John M. Bond | 100.00 | 10.00      |       |
| William         | 41     | John M. Bond | 100.00 | 10.00      |       |
| David           | 42     | John M. Bond | 100.00 | 10.00      |       |
| Daniel          | 43     | John M. Bond | 100.00 | 10.00      |       |
| Ann Savage      | 44     | John M. Bond | 100.00 | 10.00      |       |
| Bantshela City  | 45     | John M. Bond | 100.00 | 10.00      |       |
| Channing Chapel | 46     | John M. Bond | 100.00 | 10.00      |       |
| William         | 47     | John M. Bond | 100.00 | 10.00      |       |
| David           | 48     | John M. Bond | 100.00 | 10.00      |       |
| Daniel          | 49     | John M. Bond | 100.00 | 10.00      |       |
| Ann Savage      | 50     | John M. Bond | 100.00 | 10.00      |       |
| Bantshela City  | 51     | John M. Bond | 100.00 | 10.00      |       |
| Channing Chapel | 52     | John M. Bond | 100.00 | 10.00      |       |
| William         | 53     | John M. Bond | 100.00 | 10.00      |       |
| David           | 54     | John M. Bond | 100.00 | 10.00      |       |
| Daniel          | 55     | John M. Bond | 100.00 | 10.00      |       |
| Ann Savage      | 56     | John M. Bond | 100.00 | 10.00      |       |
| Bantshela City  | 57     | John M. Bond | 100.00 | 10.00      |       |
| Channing Chapel | 58     | John M. Bond | 100.00 | 10.00      |       |
| William         | 59     | John M. Bond | 100.00 | 10.00      |       |
| David           | 60     | John M. Bond | 100.00 | 10.00      |       |
| Daniel          | 61     | John M. Bond | 100.00 | 10.00      |       |
| Ann Savage      | 62     | John M. Bond | 100.00 | 10.00      |       |
| Bantshela City  | 63     | John M. Bond | 100.00 | 10.00      |       |
| Channing Chapel | 64     | John M. Bond | 100.00 | 10.00      |       |
| William         | 65     | John M. Bond | 100.00 | 10.00      |       |
| David           | 66     | John M. Bond | 100.00 | 10.00      |       |
| Daniel          | 67     | John M. Bond | 100.00 | 10.00      |       |
| Ann Savage      | 68     | John M. Bond | 100.00 | 10.00      |       |
| Bantshela City  | 69     | John M. Bond | 100.00 | 10.00      |       |
| Channing Chapel | 70     | John M. Bond | 100.00 | 10.00      |       |
| William         | 71     | John M. Bond | 100.00 | 10.00      |       |
| David           | 72     | John M. Bond | 100.00 | 10.00      |       |
| Daniel          | 73     | John M. Bond | 100.00 | 10.00      |       |
| Ann Savage      | 74     | John M. Bond | 100.00 | 10.00      |       |
| Bantshela City  | 75     | John M. Bond | 100.00 | 10.00      |       |
| Channing Chapel | 76     | John M. Bond | 100.00 | 10.00      |       |
| William         | 77     | John M. Bond | 100.00 | 10.00      |       |
| David           | 78     | John M. Bond | 100.00 | 10.00      |       |
| Daniel          | 79     | John M. Bond | 100.00 | 10.00      |       |
| Ann Savage      | 80     | John M. Bond | 100.00 | 10.00      |       |
| Bantshela City  | 81     | John M. Bond | 100.00 | 10.00      |       |
| Channing Chapel | 82     | John M. Bond | 100.00 | 10.00      |       |
| William         | 83     | John M. Bond | 100.00 | 10.00      |       |
| David           | 84     | John M. Bond | 100.00 | 10.00      |       |
| Daniel          | 85     | John M. Bond | 100.00 | 10.00      |       |
| Ann Savage      | 86     | John M. Bond | 100.00 | 10.00      |       |
| Bantshela City  | 87     | John M. Bond | 100.00 | 10.00      |       |
| Channing Chapel | 88     | John M. Bond | 100.00 | 10.00      |       |
| William         | 89     | John M. Bond | 100.00 | 10.00      |       |
| David           | 90     | John M. Bond | 100.00 | 10.00      |       |
| Daniel          | 91     | John M. Bond | 100.00 | 10.00      |       |
| Ann Savage      | 92     | John M. Bond | 100.00 | 10.00      |       |
| Bantshela City  | 93     | John M. Bond | 100.00 | 10.00      |       |
| Channing Chapel | 94     | John M. Bond | 100.00 | 10.00      |       |
| William         | 95     | John M. Bond | 100.00 | 10.00      |       |
| David           | 96     | John M. Bond | 100.00 | 10.00      |       |
| Daniel          | 97     | John M. Bond | 100.00 | 10.00      |       |
| Ann Savage      | 98     | John M. Bond | 100.00 | 10.00      |       |
| Bantshela City  | 99     | John M. Bond | 100.00 | 10.00      |       |
| Channing Chapel | 100    | John M. Bond | 100.00 | 10.00      |       |





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Western Railroad (East Of Conn River)

### ***Date Recorded***

12/17/1838

### ***Sheet***

6

### ***Page***

5

### ***Towns located on Plan***

Springfield

Wilbraham

### ***Roads located on Plan***

***Stations*** 480-400

### ***Landmarks located on Plan***

Five Mile Pond

### ***Abutter Names located on Plan***

Dimick, Silus

Springfield Manufacturing Co.

Dimick, Austin

Dimick, Elisha

Dimick, Oren

Mrs. Webster

Mrs. Dimick

Webster, Susan

Webster, Roland

Butler, Harvey





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Western Railroad (East Of Conn River)

### ***Date Recorded***

12/17/1838

### ***Sheet***

6

### ***Page***

6

### ***Towns located on Plan***

Wilbraham

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Blifs, Abel

Barker, Ira

Jones, Rufus\*

Stevens, Nathan

***Stations*** 400-320

### ***Landmarks located on Plan***

Plum Bridge

WILBRAHAM

# W I L B R A H A M

[illegible]



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Western Railroad (East Of Conn River)

### ***Date Recorded***

12/17/1838

### ***Sheet***

6

### ***Page***

7

### ***Towns located on Plan***

Wilbraham

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Blifs, Abei

Shields, David L.

Topper, William

Collins, Warren

***Stations*** 320-240

### ***Landmarks located on Plan***





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Western Railroad (East Of Conn River)

### ***Date Recorded***

12/17/1838

### ***Sheet***

6

### ***Page***

8

### ***Towns located on Plan***

Wilbraham

### ***Roads located on Plan***

***Stations*** 230-150

### ***Landmarks located on Plan***

Springfield Turnpike

12 Mile Branch

South Wilbraham

### ***Abutter Names located on Plan***

Collins, Warren

Illegible Name

Glover, Eresties

Blifs, John

Blifs, Jefse P.

Kilbon, Channcey

Burr, Elisha







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Western Railroad (East Of Conn River)

### ***Date Recorded***

12/17/1838

### ***Sheet***

6

### ***Page***

9

### ***Towns located on Plan***

Monson

Wilbraham

### ***Roads located on Plan***

Silver St.

***Stations*** 150-70

### ***Landmarks located on Plan***

### ***Abutter Names located on Plan***

Hill, Elijah

Thayer, Mark

Burr, Elisha

Calkins, William

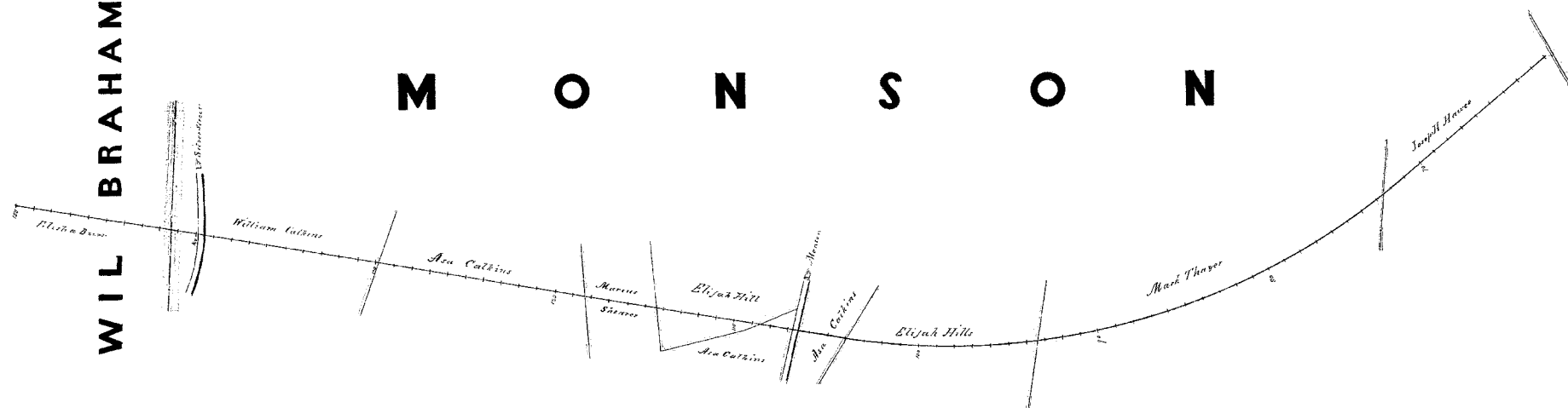
Calkins, Asa

Marcus

Shearer

Hawes, Joseph

# M O N S O N

[illegible]



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Western Railroad (East Of Conn River)

### ***Date Recorded***

12/17/1838

### ***Sheet***

6

### ***Page***

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### ***Towns located on Plan***

Monson

Palmer

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Shearer, Parles

Webber, Jonathon

Merrick, Alanson, C

Sedgwick, John

Shaw, John

Ferril, Isaac

***Stations*** 60-1040

### ***Landmarks located on Plan***





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Western Railroad (East Of Conn River)

### ***Date Recorded***

12/17/1838

### ***Sheet***

6

### ***Page***

11

### ***Towns located on Plan***

Palmer

Monson

### ***Roads located on Plan***

***Stations*** -960

### ***Landmarks located on Plan***

River Road Warren

To Warren

### ***Abutter Names located on Plan***

Watson, John

McMaster, Clark

Shaw, John

Weitson, John

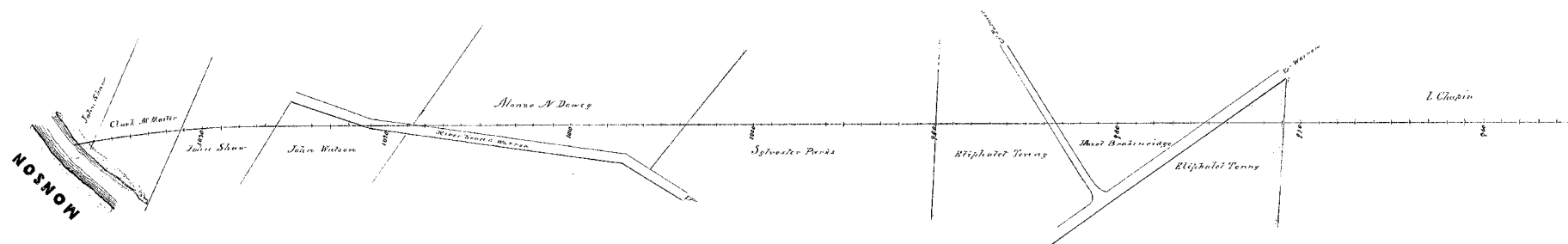
Dewey, Alanzo N

Parks, Sylvester

Tenny, Eliphalet

Brakenridge, Hazel

Chapin, L



# P A L M E R

| Table of widths, Names of Landholders |      |      |          |                      |         |      |      |          |                      |
|---------------------------------------|------|------|----------|----------------------|---------|------|------|----------|----------------------|
| Station                               | From | To   | Distance | Names of Landholders | Station | From | To   | Distance | Names of Landholders |
| 1000                                  | 1000 | 1000 | 0        |                      | 1000    | 1000 | 1000 | 0        |                      |
| 1001                                  | 1000 | 1001 | 1        |                      | 1001    | 1000 | 1001 | 1        |                      |
| 1002                                  | 1001 | 1002 | 1        |                      | 1002    | 1001 | 1002 | 1        |                      |
| 1003                                  | 1002 | 1003 | 1        |                      | 1003    | 1002 | 1003 | 1        |                      |
| 1004                                  | 1003 | 1004 | 1        |                      | 1004    | 1003 | 1004 | 1        |                      |
| 1005                                  | 1004 | 1005 | 1        |                      | 1005    | 1004 | 1005 | 1        |                      |
| 1006                                  | 1005 | 1006 | 1        |                      | 1006    | 1005 | 1006 | 1        |                      |
| 1007                                  | 1006 | 1007 | 1        |                      | 1007    | 1006 | 1007 | 1        |                      |
| 1008                                  | 1007 | 1008 | 1        |                      | 1008    | 1007 | 1008 | 1        |                      |
| 1009                                  | 1008 | 1009 | 1        |                      | 1009    | 1008 | 1009 | 1        |                      |
| 1010                                  | 1009 | 1010 | 1        |                      | 1010    | 1009 | 1010 | 1        |                      |
| 1011                                  | 1010 | 1011 | 1        |                      | 1011    | 1010 | 1011 | 1        |                      |
| 1012                                  | 1011 | 1012 | 1        |                      | 1012    | 1011 | 1012 | 1        |                      |
| 1013                                  | 1012 | 1013 | 1        |                      | 1013    | 1012 | 1013 | 1        |                      |
| 1014                                  | 1013 | 1014 | 1        |                      | 1014    | 1013 | 1014 | 1        |                      |
| 1015                                  | 1014 | 1015 | 1        |                      | 1015    | 1014 | 1015 | 1        |                      |
| 1016                                  | 1015 | 1016 | 1        |                      | 1016    | 1015 | 1016 | 1        |                      |
| 1017                                  | 1016 | 1017 | 1        |                      | 1017    | 1016 | 1017 | 1        |                      |
| 1018                                  | 1017 | 1018 | 1        |                      | 1018    | 1017 | 1018 | 1        |                      |
| 1019                                  | 1018 | 1019 | 1        |                      | 1019    | 1018 | 1019 | 1        |                      |
| 1020                                  | 1019 | 1020 | 1        |                      | 1020    | 1019 | 1020 | 1        |                      |
| 1021                                  | 1020 | 1021 | 1        |                      | 1021    | 1020 | 1021 | 1        |                      |
| 1022                                  | 1021 | 1022 | 1        |                      | 1022    | 1021 | 1022 | 1        |                      |
| 1023                                  | 1022 | 1023 | 1        |                      | 1023    | 1022 | 1023 | 1        |                      |
| 1024                                  | 1023 | 1024 | 1        |                      | 1024    | 1023 | 1024 | 1        |                      |
| 1025                                  | 1024 | 1025 | 1        |                      | 1025    | 1024 | 1025 | 1        |                      |
| 1026                                  | 1025 | 1026 | 1        |                      | 1026    | 1025 | 1026 | 1        |                      |
| 1027                                  | 1026 | 1027 | 1        |                      | 1027    | 1026 | 1027 | 1        |                      |
| 1028                                  | 1027 | 1028 | 1        |                      | 1028    | 1027 | 1028 | 1        |                      |
| 1029                                  | 1028 | 1029 | 1        |                      | 1029    | 1028 | 1029 | 1        |                      |
| 1030                                  | 1029 | 1030 | 1        |                      | 1030    | 1029 | 1030 | 1        |                      |
| 1031                                  | 1030 | 1031 | 1        |                      | 1031    | 1030 | 1031 | 1        |                      |
| 1032                                  | 1031 | 1032 | 1        |                      | 1032    | 1031 | 1032 | 1        |                      |
| 1033                                  | 1032 | 1033 | 1        |                      | 1033    | 1032 | 1033 | 1        |                      |
| 1034                                  | 1033 | 1034 | 1        |                      | 1034    | 1033 | 1034 | 1        |                      |
| 1035                                  | 1034 | 1035 | 1        |                      | 1035    | 1034 | 1035 | 1        |                      |
| 1036                                  | 1035 | 1036 | 1        |                      | 1036    | 1035 | 1036 | 1        |                      |
| 1037                                  | 1036 | 1037 | 1        |                      | 1037    | 1036 | 1037 | 1        |                      |
| 1038                                  | 1037 | 1038 | 1        |                      | 1038    | 1037 | 1038 | 1        |                      |
| 1039                                  | 1038 | 1039 | 1        |                      | 1039    | 1038 | 1039 | 1        |                      |
| 1040                                  | 1039 | 1040 | 1        |                      | 1040    | 1039 | 1040 | 1        |                      |
| 1041                                  | 1040 | 1041 | 1        |                      | 1041    | 1040 | 1041 | 1        |                      |
| 1042                                  | 1041 | 1042 | 1        |                      | 1042    | 1041 | 1042 | 1        |                      |
| 1043                                  | 1042 | 1043 | 1        |                      | 1043    | 1042 | 1043 | 1        |                      |
| 1044                                  | 1043 | 1044 | 1        |                      | 1044    | 1043 | 1044 | 1        |                      |
| 1045                                  | 1044 | 1045 | 1        |                      | 1045    | 1044 | 1045 | 1        |                      |
| 1046                                  | 1045 | 1046 | 1        |                      | 1046    | 1045 | 1046 | 1        |                      |
| 1047                                  | 1046 | 1047 | 1        |                      | 1047    | 1046 | 1047 | 1        |                      |
| 1048                                  | 1047 | 1048 | 1        |                      | 1048    | 1047 | 1048 | 1        |                      |
| 1049                                  | 1048 | 1049 | 1        |                      | 1049    | 1048 | 1049 | 1        |                      |
| 1050                                  | 1049 | 1050 | 1        |                      | 1050    | 1049 | 1050 | 1        |                      |
| 1051                                  | 1050 | 1051 | 1        |                      | 1051    | 1050 | 1051 | 1        |                      |
| 1052                                  | 1051 | 1052 | 1        |                      | 1052    | 1051 | 1052 | 1        |                      |
| 1053                                  | 1052 | 1053 | 1        |                      | 1053    | 1052 | 1053 | 1        |                      |
| 1054                                  | 1053 | 1054 | 1        |                      | 1054    | 1053 | 1054 | 1        |                      |
| 1055                                  | 1054 | 1055 | 1        |                      | 1055    | 1054 | 1055 | 1        |                      |
| 1056                                  | 1055 | 1056 | 1        |                      | 1056    | 1055 | 1056 | 1        |                      |
| 1057                                  | 1056 | 1057 | 1        |                      | 1057    | 1056 | 1057 | 1        |                      |
| 1058                                  | 1057 | 1058 | 1        |                      | 1058    | 1057 | 1058 | 1        |                      |
| 1059                                  | 1058 | 1059 | 1        |                      | 1059    | 1058 | 1059 | 1        |                      |
| 1060                                  | 1059 | 1060 | 1        |                      | 1060    | 1059 | 1060 | 1        |                      |
| 1061                                  | 1060 | 1061 | 1        |                      | 1061    | 1060 | 1061 | 1        |                      |
| 1062                                  | 1061 | 1062 | 1        |                      | 1062    | 1061 | 1062 | 1        |                      |
| 1063                                  | 1062 | 1063 | 1        |                      | 1063    | 1062 | 1063 | 1        |                      |
| 1064                                  | 1063 | 1064 | 1        |                      | 1064    | 1063 | 1064 | 1        |                      |
| 1065                                  | 1064 | 1065 | 1        |                      | 1065    | 1064 | 1065 | 1        |                      |
| 1066                                  | 1065 | 1066 | 1        |                      | 1066    | 1065 | 1066 | 1        |                      |
| 1067                                  | 1066 | 1067 | 1        |                      | 1067    | 1066 | 1067 | 1        |                      |
| 1068                                  | 1067 | 1068 | 1        |                      | 1068    | 1067 | 1068 | 1        |                      |
| 1069                                  | 1068 | 1069 | 1        |                      | 1069    | 1068 | 1069 | 1        |                      |
| 1070                                  | 1069 | 1070 | 1        |                      | 1070    | 1069 | 1070 | 1        |                      |
| 1071                                  | 1070 | 1071 | 1        |                      | 1071    | 1070 | 1071 | 1        |                      |
| 1072                                  | 1071 | 1072 | 1        |                      | 1072    | 1071 | 1072 | 1        |                      |
| 1073                                  | 1072 | 1073 | 1        |                      | 1073    | 1072 | 1073 | 1        |                      |
| 1074                                  | 1073 | 1074 | 1        |                      | 1074    | 1073 | 1074 | 1        |                      |
| 1075                                  | 1074 | 1075 | 1        |                      | 1075    | 1074 | 1075 | 1        |                      |
| 1076                                  | 1075 | 1076 | 1        |                      | 1076    | 1075 | 1076 | 1        |                      |
| 1077                                  | 1076 | 1077 | 1        |                      | 1077    | 1076 | 1077 | 1        |                      |
| 1078                                  | 1077 | 1078 | 1        |                      | 1078    | 1077 | 1078 | 1        |                      |
| 1079                                  | 1078 | 1079 | 1        |                      | 1079    | 1078 | 1079 | 1        |                      |
| 1080                                  | 1079 | 1080 | 1        |                      | 1080    | 1079 | 1080 | 1        |                      |
| 1081                                  | 1080 | 1081 | 1        |                      | 1081    | 1080 | 1081 | 1        |                      |
| 1082                                  | 1081 | 1082 | 1        |                      | 1082    | 1081 | 1082 | 1        |                      |
| 1083                                  | 1082 | 1083 | 1        |                      | 1083    | 1082 | 1083 | 1        |                      |
| 1084                                  | 1083 | 1084 | 1        |                      | 1084    | 1083 | 1084 | 1        |                      |
| 1085                                  | 1084 | 1085 | 1        |                      | 1085    | 1084 | 1085 | 1        |                      |
| 1086                                  | 1085 | 1086 | 1        |                      | 1086    | 1085 | 1086 | 1        |                      |
| 1087                                  | 1086 | 1087 | 1        |                      | 1087    | 1086 | 1087 | 1        |                      |
| 1088                                  | 1087 | 1088 | 1        |                      | 1088    | 1087 | 1088 | 1        |                      |
| 1089                                  | 1088 | 1089 | 1        |                      | 1089    | 1088 | 1089 | 1        |                      |
| 1090                                  | 1089 | 1090 | 1        |                      | 1090    | 1089 | 1090 | 1        |                      |
| 1091                                  | 1090 | 1091 | 1        |                      | 1091    | 1090 | 1091 | 1        |                      |
| 1092                                  | 1091 | 1092 | 1        |                      | 1092    | 1091 | 1092 | 1        |                      |
| 1093                                  | 1092 | 1093 | 1        |                      | 1093    | 1092 | 1093 | 1        |                      |
| 1094                                  | 1093 | 1094 | 1        |                      | 1094    | 1093 | 1094 | 1        |                      |
| 1095                                  | 1094 | 1095 | 1        |                      | 1095    | 1094 | 1095 | 1        |                      |
| 1096                                  | 1095 | 1096 | 1        |                      | 1096    | 1095 | 1096 | 1        |                      |
| 1097                                  | 1096 | 1097 | 1        |                      | 1097    | 1096 | 1097 | 1        |                      |
| 1098                                  | 1097 | 1098 | 1        |                      | 1098    | 1097 | 1098 | 1        |                      |
| 1099                                  | 1098 | 1099 | 1        |                      | 1099    | 1098 | 1099 | 1        |                      |
| 1100                                  | 1099 | 1100 | 1        |                      | 1100    | 1099 | 1100 | 1        |                      |



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Western Railroad (East Of Conn River)

### ***Date Recorded***

12/17/1838

### ***Sheet***

6

### ***Page***

12

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

River Road

***Stations*** 950-890

### ***Landmarks located on Plan***

To Warren

To Brimfield

### ***Abutter Names located on Plan***

Chapin, L

Uphum, William

Bugbee, Rufus

Cooley, Merrick

Cooley, Pliny

Converse, Benj.

Converse, Hiram

# P A L M E R

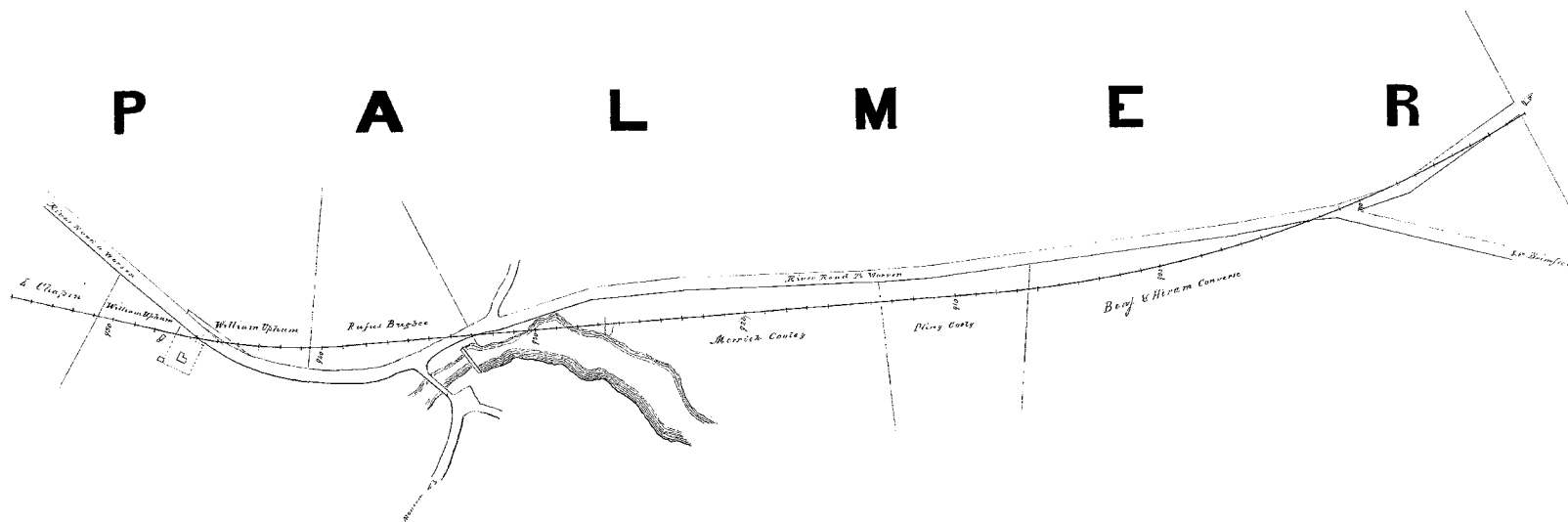


Table of miles Landholders names &c

| Miles<br>from<br>Sta. | From<br>Sta. | To<br>Sta. | Land<br>holders<br>names | From<br>Station | To<br>Station | Distance<br>in<br>Miles |
|-----------------------|--------------|------------|--------------------------|-----------------|---------------|-------------------------|
| 0.00                  | 0.00         | 0.00       | Palmer River             | 0.00            | 0.00          | 0.00                    |
| 0.00                  | 0.00         | 0.00       | Road                     | 0.00            | 0.00          | 0.00                    |
| 0.00                  | 0.00         | 0.00       | Benj & Hiram Converse    | 0.00            | 0.00          | 0.00                    |
| 0.00                  | 0.00         | 0.00       | Piling Cooley            | 0.00            | 0.00          | 0.00                    |
| 0.00                  | 0.00         | 0.00       | Merriek Cooley           | 0.00            | 0.00          | 0.00                    |
| 0.00                  | 0.00         | 0.00       | Chapin & Cooley          | 0.00            | 0.00          | 0.00                    |
| 0.00                  | 0.00         | 0.00       | Merriek Cooley           | 0.00            | 0.00          | 0.00                    |
| 0.00                  | 0.00         | 0.00       | Road                     | 0.00            | 0.00          | 0.00                    |
| 0.00                  | 0.00         | 0.00       | Rufus Briggs             | 0.00            | 0.00          | 0.00                    |
| 0.00                  | 0.00         | 0.00       | William Upham            | 0.00            | 0.00          | 0.00                    |
| 0.00                  | 0.00         | 0.00       | Road                     | 0.00            | 0.00          | 0.00                    |
| 0.00                  | 0.00         | 0.00       | Alfred & Blanchard       | 0.00            | 0.00          | 0.00                    |
| 0.00                  | 0.00         | 0.00       | William Upham            | 0.00            | 0.00          | 0.00                    |
| 0.00                  | 0.00         | 0.00       | L. Chapin                | 0.00            | 0.00          | 0.00                    |





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Western Railroad (East Of Conn River)

### ***Date Recorded***

12/17/1838

### ***Sheet***

6

### ***Page***

13

### ***Towns located on Plan***

Palmer

Brimfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Fenton, John

Ferre, Oliver

Ferre, Widow & Children

Brainard, Wilson

King, Isaac

Shaw & Ferre

***Stations*** 80-800

### ***Landmarks located on Plan***

To Warren

To Brimfield

# PALMER

## BRIMFIELD

[illegible]



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Western Railroad (East Of Conn River)

### ***Date Recorded***

12/17/1838

### ***Sheet***

6

### ***Page***

14

### ***Towns located on Plan***

Brimfield

Warren

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Shaw & Ferre

Shaw, Samuel

Shaw, John

Power, Hiram

Callahan, John (& Wife)

Powers, Stephan (Heirs)

***Stations*** 800-710

### ***Landmarks located on Plan***





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Western Railroad (West of Conn River)

### ***Date Recorded***

11/29/1938

### ***Sheet***

7

### ***Page***

1

***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

***Stations***

***Landmarks located on Plan***

Cover Page



# LOCATION OF THE WESTERN RAIL-ROAD

IN

THE COUNTY OF  
HAMPDEN

WEST OF THE EAST BANK  
OF CONNECTICUT RIVER

1839

Thomas Sprague President,  
Brook  
Josiah Quincy Jr  
John Henshaw  
Amasa Walker  
Charles Henderson  
Directors.

Ellis Gray Loring,  
Clerk.

At a meeting of the Board of Directors of the  
Western Rail Road Corporation, held in Boston, Novem-  
ber 22, 1839:

The Engineers submitted this map of the definite  
location of the Western Rail Road in that part of  
the County of Hampden which lies west of the east  
bank of Connecticut River:

Ordered, that said map be signed by a ma-  
jority of the Directors and countersigned by the Clerk,  
and that the same be filed with the Commissioners  
of the County of Hampden, as the location of the West-  
ern Rail Road, in that part of the County of Hamp-  
den, which lies west of the east bank of Connecticut  
River.

Ellis Gray Loring, Clerk.

George Webb  
Agent

Spifford July 1, 1839  
M. W. Smith  
Reid & Ginn

Hampden 10 Nov 29, 1839. These maps of Location are  
filed in the Office of the Clerk of the County Commissioners  
this day Attest John Angell Clark



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Western Railroad (West of Conn River)

| <b>Date Recorded</b> | <b>Shelf</b> | <b>Page</b> |
|----------------------|--------------|-------------|
|----------------------|--------------|-------------|

|            |   |   |
|------------|---|---|
| 11/29/1839 | 7 | 2 |
|------------|---|---|

### **Towns located on Plan**

West Springfield

### **Roads located on Plan**

Rd  
Cold Spring Rd  
Cross Rd

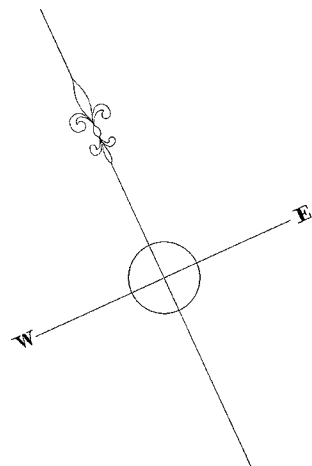
### **Landmarks located on Plan**

|                 |                   |
|-----------------|-------------------|
| No 1            | To Springfield    |
| Westfield River | Connecticut River |
| Ashleys Mill    |                   |
| & others        |                   |
| To Hartford     |                   |
| To Westfield    |                   |

### **Abutter Names located on Plan**

|                   |                    |
|-------------------|--------------------|
| Stebbins, Seymour | Day, Henry         |
| Ashley, Peletiah  | Day, Herman        |
| Day, Rodney       | Lathrop, Samuel    |
| Jones, Fredrick   | Day, Henry         |
| Dwight, Abial R   | Day, Herman        |
| Kent, Ruth        | Ely, Justin        |
| Root, Orrin       | Mosley, Jonathan O |
| Lathrop, Samuel   | Mosley, Albert     |
| Stiles, Henry     | Cooley, Abel       |
| Chapin, Moses A   | Stearns, Charles   |
| Day, Julius       | Chapin, Moses A    |

**Stations** 120-760



| From Sta. | To Sta. | Course & Dist.    | From Sta. | To Sta. | Course & Dist.    | Names of Landholders    | From Sta. | To Sta. | Distance on Centre |
|-----------|---------|-------------------|-----------|---------|-------------------|-------------------------|-----------|---------|--------------------|
| 1         | 2       | S 81° 30' W 40.00 | 1         | 2       | N 65° 30' W 40.00 | Con. River              | 1         | 2       | 14.1               |
| 2         | 3       | S 81° 30' W 40.00 | 2         | 3       | N 65° 30' W 40.00 | Moses A. Chapin         | 2         | 3       | 56.11              |
| 3         | 4       | S 81° 30' W 40.00 | 3         | 4       | N 65° 30' W 40.00 | Charles Stearns         | 3         | 4       | 101.9              |
| 4         | 5       | S 81° 30' W 40.00 | 4         | 5       | N 65° 30' W 40.00 | Abel Cooley             | 4         | 5       | 115.6              |
| 5         | 6       | S 81° 30' W 40.00 | 5         | 6       | N 65° 30' W 40.00 | Albert Moseley          | 5         | 6       | 310                |
| 6         | 7       | S 81° 30' W 40.00 | 6         | 7       | N 65° 30' W 40.00 | Jonathan O. Moseley     | 6         | 7       | 410.7              |
| 7         | 8       | S 81° 30' W 40.00 | 7         | 8       | N 65° 30' W 40.00 | Justin Ely              | 7         | 8       | 637                |
| 8         | 9       | S 81° 30' W 40.00 | 8         | 9       | N 65° 30' W 40.00 | Heman Day, Heirs &      | 8         | 9       | 676.3              |
| 9         | 10      | S 81° 30' W 40.00 | 9         | 10      | N 65° 30' W 40.00 | Samuel Lathrop          | 9         | 10      | 101                |
| 10        | 11      | S 81° 30' W 40.00 | 10        | 11      | N 65° 30' W 40.00 | Julius Day              | 10        | 11      | 657.6              |
| 11        | 12      | S 81° 30' W 40.00 | 11        | 12      | N 65° 30' W 40.00 | Moses A. Chapin         | 11        | 12      | 605.7              |
| 12        | 13      | S 81° 30' W 40.00 | 12        | 13      | N 65° 30' W 40.00 | Henry Stiles            | 12        | 13      | 101.3              |
| 13        | 14      | S 81° 30' W 40.00 | 13        | 14      | N 65° 30' W 40.00 | Ruth Kent               | 13        | 14      | 109.7              |
| 14        | 15      | S 81° 30' W 40.00 | 14        | 15      | N 65° 30' W 40.00 | Asiel P. Knight         | 14        | 15      | 117.7              |
| 15        | 16      | S 81° 30' W 40.00 | 15        | 16      | N 65° 30' W 40.00 | Frederick Jones         | 15        | 16      | 154.6              |
| 16        | 17      | S 81° 30' W 40.00 | 16        | 17      | N 65° 30' W 40.00 | Rodney Day & others     | 16        | 17      | 134.6              |
| 17        | 18      | S 81° 30' W 40.00 | 17        | 18      | N 65° 30' W 40.00 | Run of West Springfield | 17        | 18      | 670                |
| 18        | 19      | S 81° 30' W 40.00 | 18        | 19      | N 65° 30' W 40.00 | Seymour Stebbins        | 18        | 19      | 557.5              |
| 19        | 20      | S 81° 30' W 40.00 | 19        | 20      | N 65° 30' W 40.00 | Delatiah Ashley         | 19        | 20      | 243.7              |
| 20        | 21      | S 81° 30' W 40.00 | 20        | 21      | N 65° 30' W 40.00 | Samuel Lathrop          | 20        | 21      | 86.56              |
| 21        | 22      | S 81° 30' W 40.00 | 21        | 22      | N 65° 30' W 40.00 | Orrin Root              | 21        | 22      | 243.7              |
| 22        | 23      | S 81° 30' W 40.00 | 22        | 23      | N 65° 30' W 40.00 | Run of West Springfield | 22        | 23      | 243.7              |
| 23        | 24      | S 81° 30' W 40.00 | 23        | 24      | N 65° 30' W 40.00 | Run of West Springfield | 23        | 24      | 243.7              |
| 24        | 25      | S 81° 30' W 40.00 | 24        | 25      | N 65° 30' W 40.00 | Run of West Springfield | 24        | 25      | 243.7              |
| 25        | 26      | S 81° 30' W 40.00 | 25        | 26      | N 65° 30' W 40.00 | Run of West Springfield | 25        | 26      | 243.7              |
| 26        | 27      | S 81° 30' W 40.00 | 26        | 27      | N 65° 30' W 40.00 | Run of West Springfield | 26        | 27      | 243.7              |
| 27        | 28      | S 81° 30' W 40.00 | 27        | 28      | N 65° 30' W 40.00 | Run of West Springfield | 27        | 28      | 243.7              |
| 28        | 29      | S 81° 30' W 40.00 | 28        | 29      | N 65° 30' W 40.00 | Run of West Springfield | 28        | 29      | 243.7              |
| 29        | 30      | S 81° 30' W 40.00 | 29        | 30      | N 65° 30' W 40.00 | Run of West Springfield | 29        | 30      | 243.7              |
| 30        | 31      | S 81° 30' W 40.00 | 30        | 31      | N 65° 30' W 40.00 | Run of West Springfield | 30        | 31      | 243.7              |
| 31        | 32      | S 81° 30' W 40.00 | 31        | 32      | N 65° 30' W 40.00 | Run of West Springfield | 31        | 32      | 243.7              |
| 32        | 33      | S 81° 30' W 40.00 | 32        | 33      | N 65° 30' W 40.00 | Run of West Springfield | 32        | 33      | 243.7              |
| 33        | 34      | S 81° 30' W 40.00 | 33        | 34      | N 65° 30' W 40.00 | Run of West Springfield | 33        | 34      | 243.7              |
| 34        | 35      | S 81° 30' W 40.00 | 34        | 35      | N 65° 30' W 40.00 | Run of West Springfield | 34        | 35      | 243.7              |
| 35        | 36      | S 81° 30' W 40.00 | 35        | 36      | N 65° 30' W 40.00 | Run of West Springfield | 35        | 36      | 243.7              |
| 36        | 37      | S 81° 30' W 40.00 | 36        | 37      | N 65° 30' W 40.00 | Run of West Springfield | 36        | 37      | 243.7              |
| 37        | 38      | S 81° 30' W 40.00 | 37        | 38      | N 65° 30' W 40.00 | Run of West Springfield | 37        | 38      | 243.7              |
| 38        | 39      | S 81° 30' W 40.00 | 38        | 39      | N 65° 30' W 40.00 | Run of West Springfield | 38        | 39      | 243.7              |
| 39        | 40      | S 81° 30' W 40.00 | 39        | 40      | N 65° 30' W 40.00 | Run of West Springfield | 39        | 40      | 243.7              |
| 40        | 41      | S 81° 30' W 40.00 | 40        | 41      | N 65° 30' W 40.00 | Run of West Springfield | 40        | 41      | 243.7              |
| 41        | 42      | S 81° 30' W 40.00 | 41        | 42      | N 65° 30' W 40.00 | Run of West Springfield | 41        | 42      | 243.7              |
| 42        | 43      | S 81° 30' W 40.00 | 42        | 43      | N 65° 30' W 40.00 | Run of West Springfield | 42        | 43      | 243.7              |
| 43        | 44      | S 81° 30' W 40.00 | 43        | 44      | N 65° 30' W 40.00 | Run of West Springfield | 43        | 44      | 243.7              |
| 44        | 45      | S 81° 30' W 40.00 | 44        | 45      | N 65° 30' W 40.00 | Run of West Springfield | 44        | 45      | 243.7              |
| 45        | 46      | S 81° 30' W 40.00 | 45        | 46      | N 65° 30' W 40.00 | Run of West Springfield | 45        | 46      | 243.7              |
| 46        | 47      | S 81° 30' W 40.00 | 46        | 47      | N 65° 30' W 40.00 | Run of West Springfield | 46        | 47      | 243.7              |
| 47        | 48      | S 81° 30' W 40.00 | 47        | 48      | N 65° 30' W 40.00 | Run of West Springfield | 47        | 48      | 243.7              |
| 48        | 49      | S 81° 30' W 40.00 | 48        | 49      | N 65° 30' W 40.00 | Run of West Springfield | 48        | 49      | 243.7              |
| 49        | 50      | S 81° 30' W 40.00 | 49        | 50      | N 65° 30' W 40.00 | Run of West Springfield | 49        | 50      | 243.7              |
| 50        | 51      | S 81° 30' W 40.00 | 50        | 51      | N 65° 30' W 40.00 | Run of West Springfield | 50        | 51      | 243.7              |
| 51        | 52      | S 81° 30' W 40.00 | 51        | 52      | N 65° 30' W 40.00 | Run of West Springfield | 51        | 52      | 243.7              |
| 52        | 53      | S 81° 30' W 40.00 | 52        | 53      | N 65° 30' W 40.00 | Run of West Springfield | 52        | 53      | 243.7              |
| 53        | 54      | S 81° 30' W 40.00 | 53        | 54      | N 65° 30' W 40.00 | Run of West Springfield | 53        | 54      | 243.7              |
| 54        | 55      | S 81° 30' W 40.00 | 54        | 55      | N 65° 30' W 40.00 | Run of West Springfield | 54        | 55      | 243.7              |
| 55        | 56      | S 81° 30' W 40.00 | 55        | 56      | N 65° 30' W 40.00 | Run of West Springfield | 55        | 56      | 243.7              |
| 56        | 57      | S 81° 30' W 40.00 | 56        | 57      | N 65° 30' W 40.00 | Run of West Springfield | 56        | 57      | 243.7              |
| 57        | 58      | S 81° 30' W 40.00 | 57        | 58      | N 65° 30' W 40.00 | Run of West Springfield | 57        | 58      | 243.7              |
| 58        | 59      | S 81° 30' W 40.00 | 58        | 59      | N 65° 30' W 40.00 | Run of West Springfield | 58        | 59      | 243.7              |
| 59        | 60      | S 81° 30' W 40.00 | 59        | 60      | N 65° 30' W 40.00 | Run of West Springfield | 59        | 60      | 243.7              |
| 60        | 61      | S 81° 30' W 40.00 | 60        | 61      | N 65° 30' W 40.00 | Run of West Springfield | 60        | 61      | 243.7              |
| 61        | 62      | S 81° 30' W 40.00 | 61        | 62      | N 65° 30' W 40.00 | Run of West Springfield | 61        | 62      | 243.7              |
| 62        | 63      | S 81° 30' W 40.00 | 62        | 63      | N 65° 30' W 40.00 | Run of West Springfield | 62        | 63      | 243.7              |
| 63        | 64      | S 81° 30' W 40.00 | 63        | 64      | N 65° 30' W 40.00 | Run of West Springfield | 63        | 64      | 243.7              |
| 64        | 65      | S 81° 30' W 40.00 | 64        | 65      | N 65° 30' W 40.00 | Run of West Springfield | 64        | 65      | 243.7              |
| 65        | 66      | S 81° 30' W 40.00 | 65        | 66      | N 65° 30' W 40.00 | Run of West Springfield | 65        | 66      | 243.7              |
| 66        | 67      | S 81° 30' W 40.00 | 66        | 67      | N 65° 30' W 40.00 | Run of West Springfield | 66        | 67      | 243.7              |
| 67        | 68      | S 81° 30' W 40.00 | 67        | 68      | N 65° 30' W 40.00 | Run of West Springfield | 67        | 68      | 243.7              |
| 68        | 69      | S 81° 30' W 40.00 | 68        | 69      | N 65° 30' W 40.00 | Run of West Springfield | 68        | 69      | 243.7              |
| 69        | 70      | S 81° 30' W 40.00 | 69        | 70      | N 65° 30' W 40.00 | Run of West Springfield | 69        | 70      | 243.7              |
| 70        | 71      | S 81° 30' W 40.00 | 70        | 71      | N 65° 30' W 40.00 | Run of West Springfield | 70        | 71      | 243.7              |
| 71        | 72      | S 81° 30' W 40.00 | 71        | 72      | N 65° 30' W 40.00 | Run of West Springfield | 71        | 72      | 243.7              |
| 72        | 73      | S 81° 30' W 40.00 | 72        | 73      | N 65° 30' W 40.00 | Run of West Springfield | 72        | 73      | 243.7              |
| 73        | 74      | S 81° 30' W 40.00 | 73        | 74      | N 65° 30' W 40.00 | Run of West Springfield | 73        | 74      | 243.7              |
| 74        | 75      | S 81° 30' W 40.00 | 74        | 75      | N 65° 30' W 40.00 | Run of West Springfield | 74        | 75      | 243.7              |
| 75        | 76      | S 81° 30' W 40.00 | 75        | 76      | N 65° 30' W 40.00 | Run of West Springfield | 75        | 76      | 243.7              |
| 76        | 77      | S 81° 30' W 40.00 | 76        | 77      | N 65° 30' W 40.00 | Run of West Springfield | 76        | 77      | 243.7              |
| 77        | 78      | S 81° 30' W 40.00 | 77        | 78      | N 65° 30' W 40.00 | Run of West Springfield | 77        | 78      | 243.7              |
| 78        | 79      | S 81° 30' W 40.00 | 78        | 79      | N 65° 30' W 40.00 | Run of West Springfield | 78        | 79      | 243.7              |
| 79        | 80      | S 81° 30' W 40.00 | 79        | 80      | N 65° 30' W 40.00 | Run of West Springfield | 79        | 80      | 243.7              |
| 80        | 81      | S 81° 30' W 40.00 | 80        | 81      | N 65° 30' W 40.00 | Run of West Springfield | 80        | 81      | 243.7              |
| 81        | 82      | S 81° 30' W 40.00 | 81        | 82      | N 65° 30' W 40.00 | Run of West Springfield | 81        | 82      | 243.7              |
| 82        | 83      | S 81° 30' W 40.00 | 82        | 83      | N 65° 30' W 40.00 | Run of West Springfield | 82        | 83      | 243.7              |
| 83        | 84      | S 81° 30' W 40.00 | 83        | 84      | N 65° 30' W 40.00 | Run of West Springfield | 83        | 84      | 243.7              |
| 84        | 85      | S 81° 30' W 40.00 | 84        | 85      | N 65° 30' W 40.00 | Run of West Springfield | 84        | 85      | 243.7              |
| 85        | 86      | S 81° 30' W 40.00 | 85        | 86      | N 65° 30' W 40.00 | Run of West Springfield | 85        | 86      | 243.7              |
| 86        | 87      | S 81° 30' W 40.00 | 86        | 87      | N 65° 30' W 40.00 | Run of West Springfield | 86        | 87      | 243.7              |
| 87        | 88      | S 81° 30' W 40.00 | 87        | 88      | N 65° 30' W 40.00 | Run of West Springfield | 87        | 88      | 243.7              |
| 88        | 89      | S 81° 30' W 40.00 | 88        | 89      | N 65° 30' W 40.00 | Run of West Springfield | 88        | 89      | 243.7              |
| 89        | 90      | S 81° 30' W 40.00 | 89        | 90      | N 65° 30' W 40.00 | Run of West Springfield | 89        | 90      | 243.7              |
| 90        | 91      | S 81° 30' W 40.00 | 90        | 91      | N 65° 30' W 40.00 | Run of West Springfield | 90        | 91      | 243.7              |
| 91        | 92      | S 81° 30' W 40.00 | 91        | 92      | N 65° 30' W 40.00 | Run of West Springfield | 91        | 92      | 243.7              |
| 92        | 93      | S 81° 30' W 40.00 | 92        | 93      | N 65° 30' W 40.00 | Run of West Springfield | 92        | 93      | 243.7              |
| 93        | 94      | S 81° 30' W 40.00 | 93        | 94      | N 65° 30' W 40.00 | Run of West Springfield | 93        | 94      | 243.7              |
| 94        | 95      | S 81° 30' W 40.00 | 94        | 95      | N 65° 30' W 40.00 | Run of West Springfield | 94        | 95      | 243.7              |
| 95        | 96      | S 81° 30' W 40.00 | 95        | 96      | N 65° 30' W 40.00 | Run of West Springfield | 95        | 96      | 243.7              |
| 96        | 97      | S 81° 30' W 40.00 | 96        | 97      | N 65° 30' W 40.00 | Run of West Springfield | 96        | 97      | 243.7              |
| 97        | 98      | S 81° 30' W 40.00 | 97        | 98      | N 65° 30' W 40.00 | Run of West Springfield | 97        | 98      | 243.7              |
| 98        | 99      | S 81° 30' W 40.00 | 98        | 99      | N 65° 30' W 40.00 | Run of West Springfield | 98        | 99      | 243.7              |
| 99        | 100     | S 81° 30' W 40.00 | 99        | 100     | N 65° 30' W 40.00 | Run of West Springfield | 99        | 100     | 243.7              |
| 100       | 101     | S 81° 30' W 40.00 | 100       | 101     | N 65° 30' W 40.00 | Run of West Springfield | 100       | 101     | 243.7              |
| 101       | 102     | S 81° 30' W 40.00 | 101       | 102     | N 65° 30' W 40.00 | Run of West Springfield | 101       | 102     | 243.7              |
| 102       | 103     | S 81° 30' W 40.00 | 102       | 103     | N 65° 30' W 40.00 | Run of West Springfield | 102       | 103     | 243.7              |
| 103       | 104     | S 81° 30' W 40.00 | 103       | 104     | N 65° 30' W 40.00 | Run of West Springfield | 103       | 104     | 243.7              |
| 104       | 105     | S 81° 30' W 40.00 | 104       | 105     | N 65° 30' W 40.00 | Run of West Springfield | 104       | 105     | 243.7              |
| 105       | 106     | S 81° 30' W 40.00 | 105       | 106     | N 65° 30' W 40.00 | Run of West Springfield | 105       | 106     | 243.7              |
| 106       | 107     | S 81° 30' W 40.00 | 106       | 107     | N 65° 30' W 40.00 | Run of West Springfield | 106       | 107     | 243.7              |
| 107       | 108     | S 81° 30' W 40.00 | 107       | 108     | N 65° 30' W 40.00 | Run of West Springfield | 107       | 108     | 243.7              |
| 108       | 109     | S 81° 30' W 40.00 | 108       | 109     | N 65° 30' W 40.00 | Run of West Springfield | 108       | 109     | 243.7              |
| 109       | 110     | S 81° 30' W 40.00 | 109       | 110     | N 65° 30' W 40.00 | Run of West Springfield | 109       | 110     | 243.7              |
| 110       | 111     | S 81° 30' W 40.00 | 110       | 111     | N 65° 30' W 40.00 | Run of West Springfield | 110       | 111     | 243.7              |
| 111       | 112     | S 81° 30' W 40.00 | 111       | 112     | N 65° 30' W 40.00 | Run of West Springfield | 111       | 112     | 243.7              |
| 112       | 113     | S 81° 30' W 40.00 | 112       | 113     | N 65° 30' W 40.00 | Run of West Springfield | 112       | 113     | 243.7              |
| 113       | 114     | S 81° 30' W 40.00 | 113       | 114     | N 65° 30' W 40.00 | Run of West Springfield | 113       | 114     | 243.7              |
| 114       | 115     | S 81° 30' W 40.00 | 114       | 115     | N 65° 30' W 40.00 | Run of West Springfield | 11        |         |                    |





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Western Railroad (West of Conn River)

### ***Date Recorded***

11/29/1839

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3

### ***Towns located on Plan***

West Springfield

### ***Roads located on Plan***

***Stations*** 225-118

### ***Landmarks located on Plan***

No 2

Westfield River

Block Brook

Dam

Canal

### ***Abutter Names located on Plan***

Luddington, Jude

Day, Ezchiel

Cooley, Abel

Cooley, Walet

Ely, Justin

Ashley, Elijah

Agawam Canal Co

Lathrop, Samuel

Ashley, Elijah



[illegible][illegible]

## No. 2



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Western Railroad (West of Conn River)

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### **Towns located on Plan**

West Springfield

### **Roads located on Plan**

Rd

**Stations** 325-225

### **Landmarks located on Plan**

No 3

### **Abutter Names located on Plan**

Smith, Daniel

Watson, Smith

Smith, Seth

Bliss, Caleb

Day, Ambrose

Smith, Samuel

Stiles, Henry

Sibley, William

Phelps, Delight

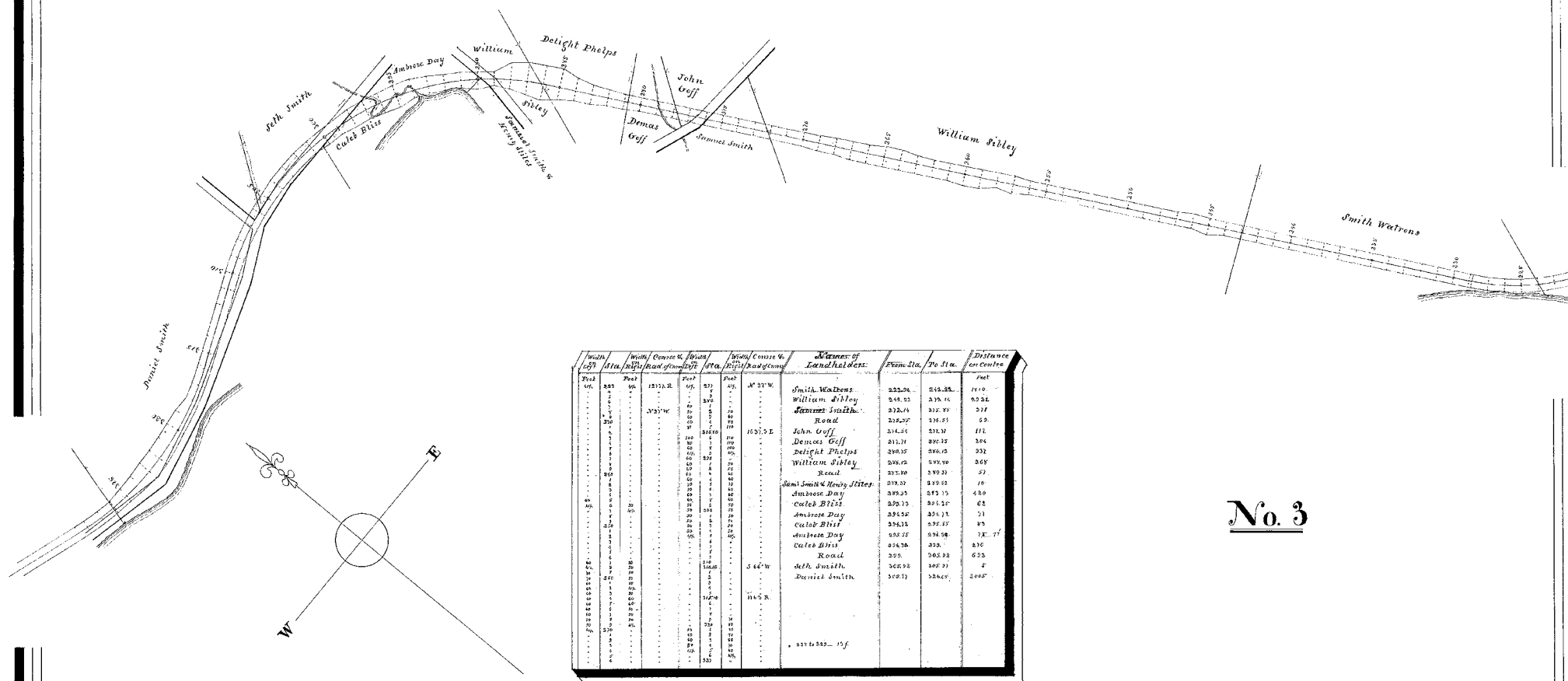
Goff, Demas

Smith, Samuel

Sibley, William



# W E S T - S P R I N G F I E L D



No. 3



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Western Railroad (West of Conn River)

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### **Towns located on Plan**

Westfield

### **Roads located on Plan**

Rd

**Stations** 430-325

### **Landmarks located on Plan**

No 4

Sackett Brook

### **Abutter Names located on Plan**

Taylor, Geo

Mathew, John

Taylor, Geo

Taylor, Henry

Taylor, Samuel (heirs of)

Shepard, Theodore

Hedges, Dennis

Dewey, Ashbel

Noble, Charles

Dewey, Rowland

Bush, Amos (heirs of)

Taylor, Lueius F

Harrison, Stephen

Harrison, Seth

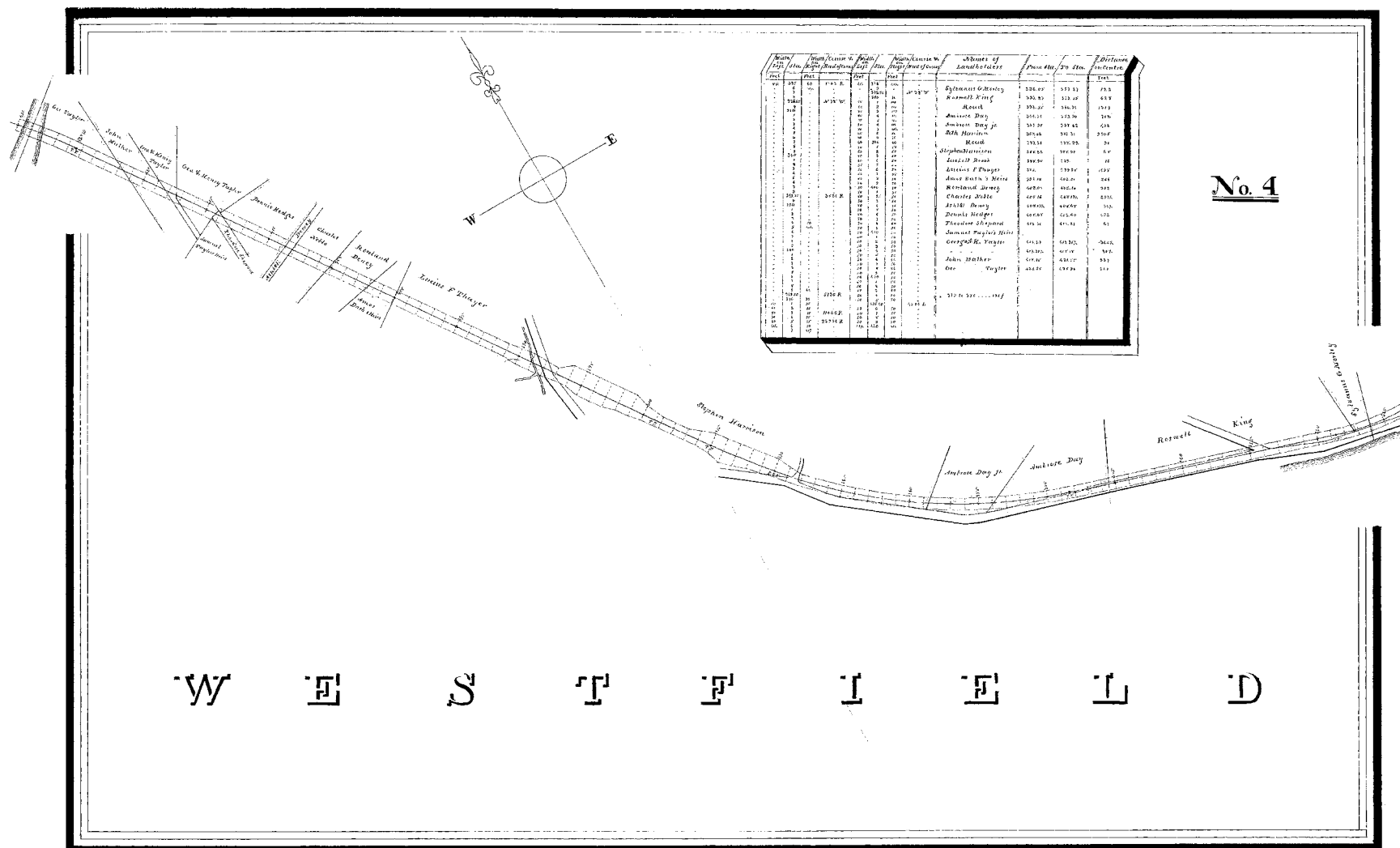
Day, Ambroses Jr

Day, Ambrose

King, Roswell

Morley, Sylvanus G







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Western Railroad (West of Conn River)

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### **Towns located on Plan**

Westfield

### **Roads located on Plan**

Rd

**Stations** 520-425.40

### **Landmarks located on Plan**

Westfield River

Canal

River Hole

### **Abutter Names located on Plan**

Bosworth, Noadiah

Ives, Matthew Jr

Sackett, Ozem

Noble, Daniel

Post, Abner

Mather, John

Hardin, Isaac

Noble, William B

Bush, Asahel (heirs)

Bosworth, Noadiah

Noble, Horace

Post, Abner

Green, Thomas

Hardin, Isaac

King, Eldad

Noble, Daniel

Yeamans, Ira

Sackett, Ozem

Lyman, Lewis

Noble, Horace

Bush, Asahel (heirs)

Bosworth, Caleb (heirs)

Mallery, Consider B

Mosley, Chancey

Merrick, Sophia

Mosley, David

Mosley, Oliver

Topliff, Margaret

Mosley, James

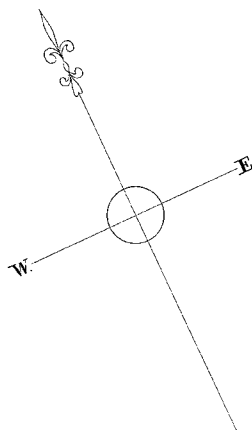
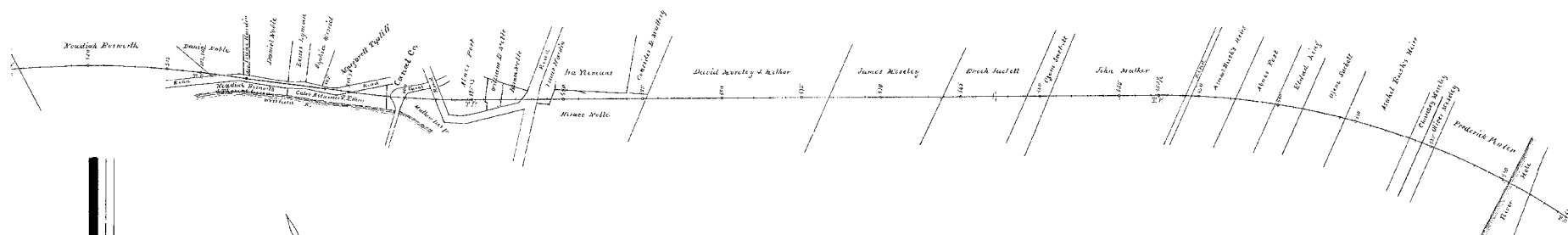
Fowler, Frederick

Canal Co

Sackett, Enoch



W F S T F I E L D

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No. 5





## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Western Railroad (West of Conn River)

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### **Towns located on Plan**

Westfield

### **Roads located on Plan**

Rd

**Stations**    610-525

### **Landmarks located on Plan**

No 6

### **Abutter Names located on Plan**

Pratt, Alfred

Hull, Hiram

Pratt, Olive

Ashley, Henry

Tinker, Martin

Carter, Nehemiah

Granger, Shem

Carter, Nehemiah

Sherman, Daniel

Sherman, Roswell

Coburn, Calvin

Shepard, Wareham

Atkins, Alva







## HAMPDEN COUNTY RAILROAD PROJECT

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Western Railroad (West of Conn River)

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### **Towns located on Plan**

Westfield

### **Roads located on Plan**

**Stations** 711-610

### **Landmarks located on Plan**

No 7

### **Abutter Names located on Plan**

Morse, Chaney W

Tinker, Polly

Tinker, Martin

Plamer, Julia E

Palmer Laura Ann

Palmer, Polly

Plamer, Harriet

Moore, Oliver Jr

Wollworth, Chester (heirs  
of)  
Perry, Robert







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Western Railroad (West of Conn River)

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### ***Towns located on Plan***

Russell

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Western Railroad Corp

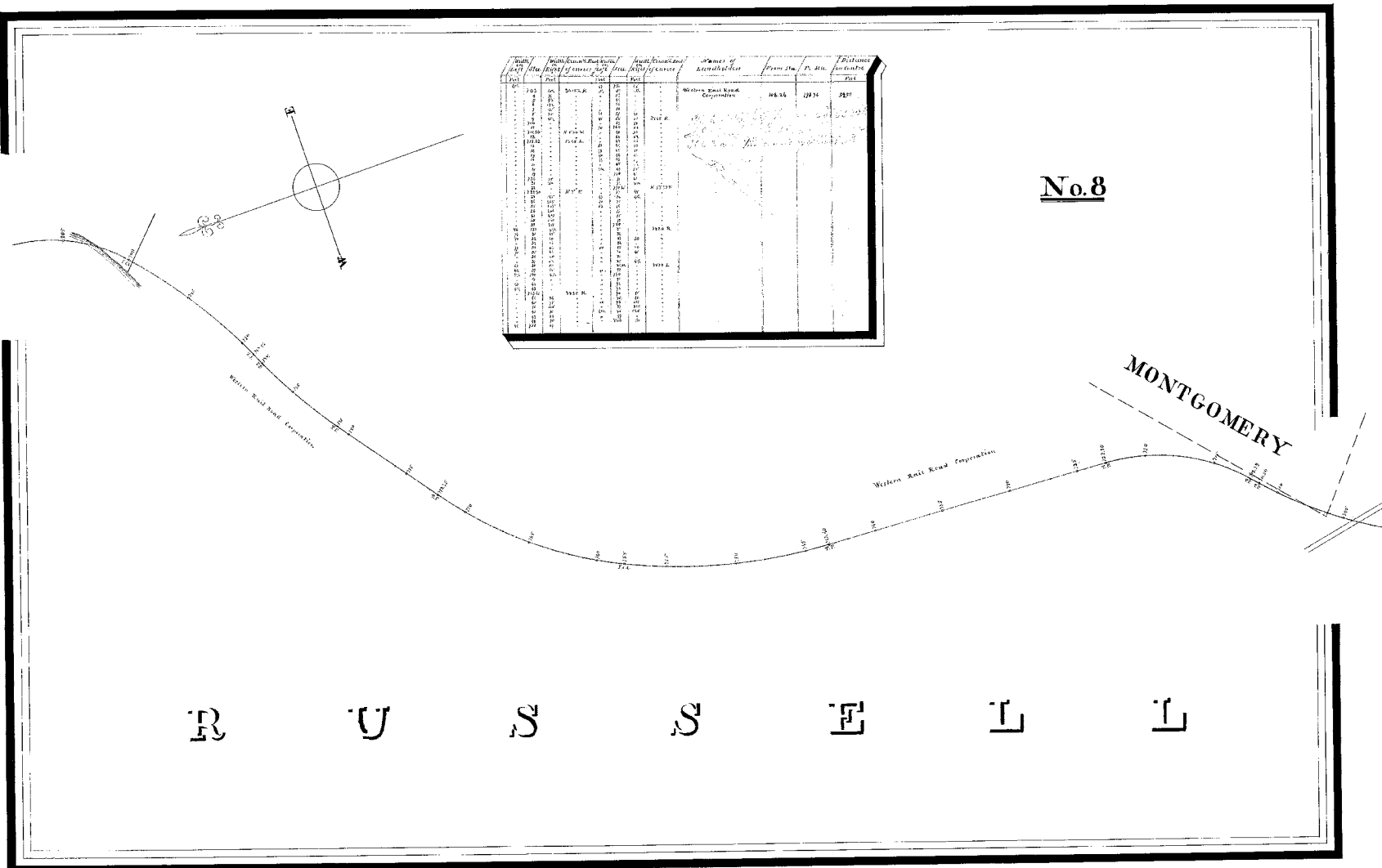
***Stations*** 805-705

### ***Landmarks located on Plan***

No 8

Montgomery Line







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Western Railroad (West of Conn River)

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### **Towns located on Plan**

Russell

### **Roads located on Plan**

Rd

**Stations** 915-800

### **Landmarks located on Plan**

No 9

River

Water

### **Abutter Names located on Plan**

Hawley, Russell

Western Railroad Corp

Tinker, Charles

Parks, Sylvester

Andins, Lydia

Bartlett

Bradley, Lyman

Parks, David

Finney, John

Finney, Geo

Finney, Dorcus

Loomis, Justin

Brownson, Henry

Brownson, John









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### ***Name of Railroad***

Western Railroad (West of Conn River)

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### ***Towns located on Plan***

Montgomery

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Clark, Hawley

Brownson, Sheldon

Parks, Lyman

***Stations*** 1025.82-91

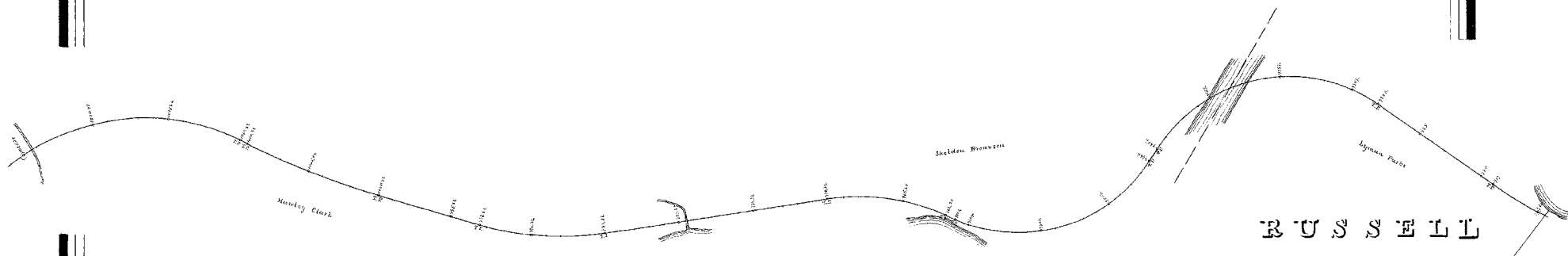
### ***Landmarks located on Plan***

No 10

River



M O N T G O M E R Y

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No. 10



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Western Railroad (West of Conn River)

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### **Towns located on Plan**

Chester/Blanford  
Chester/Norwich  
Norwich/Blanford  
Blanford  
Blanford/Montgomery  
Montgomery

### **Roads located on Plan**

Rd

**Stations**   1130.41-10

### **Landmarks located on Plan**

No 11  
River/Hampshire County  
Hampshire County  
River

### **Abutter Names located on Plan**

Fly, Daniel  
Collins, Daniel  
Collins, Abigail  
Rice, Elijah  
Collins, Daniel  
Lindsey, William  
Lindsey, William  
Williams, Leonard  
Rice, Elijah  
Linsey, Heman  
Taylor, Edward



NORWICH  
IN  
HAMPSHIRE Co. 743 f.

Co. 743 f.

BLANFORD

[illegible]

No. 11



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Western Railroad (West of Conn River)

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### ***Towns located on Plan***

Chester

Blandford

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Johnson, Daniel Jr

Cook, Pearley

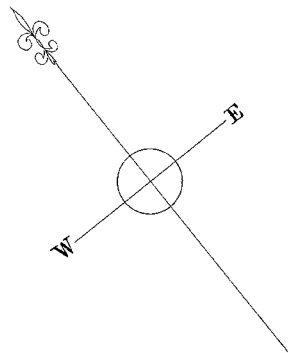
Phelps, Matrtin

***Stations*** 1221.55-10

### ***Landmarks located on Plan***

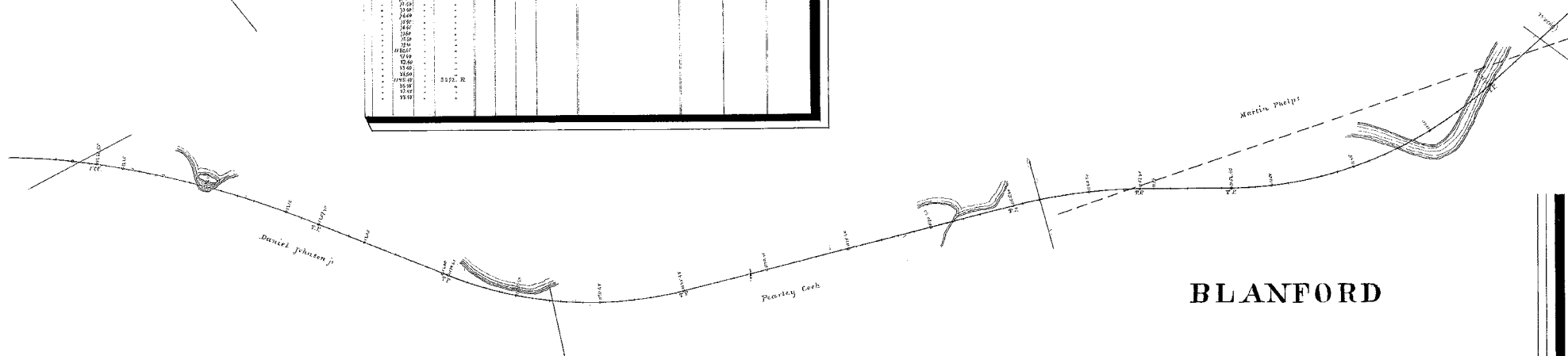
No 12





| Point | Dist.  | Width of Curve | Height of Curve | Point | Dist.  | Width of Curve | Height of Curve | Names of Landholders | From Sta. | To Sta. | Distance of Curve |
|-------|--------|----------------|-----------------|-------|--------|----------------|-----------------|----------------------|-----------|---------|-------------------|
| 10    | 105.50 | 40             | 10.00           | 10    | 105.50 | 40             | 10.00           | Martin Phelps        | 113.45    | 1165.37 | 55.92             |
| 11    | 105.50 | 40             | 10.00           | 11    | 105.50 | 40             | 10.00           | Pearley Cook         | 1165.37   | 1175.25 | 9.88              |
| 12    | 105.50 | 40             | 10.00           | 12    | 105.50 | 40             | 10.00           | Daniel Johnson Jr.   | 1175.25   | 1245.30 | 70.05             |
| 13    | 105.50 | 40             | 10.00           | 13    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 14    | 105.50 | 40             | 10.00           | 14    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 15    | 105.50 | 40             | 10.00           | 15    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 16    | 105.50 | 40             | 10.00           | 16    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 17    | 105.50 | 40             | 10.00           | 17    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 18    | 105.50 | 40             | 10.00           | 18    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 19    | 105.50 | 40             | 10.00           | 19    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 20    | 105.50 | 40             | 10.00           | 20    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 21    | 105.50 | 40             | 10.00           | 21    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 22    | 105.50 | 40             | 10.00           | 22    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 23    | 105.50 | 40             | 10.00           | 23    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 24    | 105.50 | 40             | 10.00           | 24    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 25    | 105.50 | 40             | 10.00           | 25    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 26    | 105.50 | 40             | 10.00           | 26    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 27    | 105.50 | 40             | 10.00           | 27    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 28    | 105.50 | 40             | 10.00           | 28    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 29    | 105.50 | 40             | 10.00           | 29    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 30    | 105.50 | 40             | 10.00           | 30    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 31    | 105.50 | 40             | 10.00           | 31    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 32    | 105.50 | 40             | 10.00           | 32    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 33    | 105.50 | 40             | 10.00           | 33    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 34    | 105.50 | 40             | 10.00           | 34    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 35    | 105.50 | 40             | 10.00           | 35    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 36    | 105.50 | 40             | 10.00           | 36    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 37    | 105.50 | 40             | 10.00           | 37    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 38    | 105.50 | 40             | 10.00           | 38    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 39    | 105.50 | 40             | 10.00           | 39    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 40    | 105.50 | 40             | 10.00           | 40    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 41    | 105.50 | 40             | 10.00           | 41    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 42    | 105.50 | 40             | 10.00           | 42    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 43    | 105.50 | 40             | 10.00           | 43    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 44    | 105.50 | 40             | 10.00           | 44    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 45    | 105.50 | 40             | 10.00           | 45    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 46    | 105.50 | 40             | 10.00           | 46    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 47    | 105.50 | 40             | 10.00           | 47    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 48    | 105.50 | 40             | 10.00           | 48    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 49    | 105.50 | 40             | 10.00           | 49    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 50    | 105.50 | 40             | 10.00           | 50    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 51    | 105.50 | 40             | 10.00           | 51    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 52    | 105.50 | 40             | 10.00           | 52    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 53    | 105.50 | 40             | 10.00           | 53    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 54    | 105.50 | 40             | 10.00           | 54    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 55    | 105.50 | 40             | 10.00           | 55    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 56    | 105.50 | 40             | 10.00           | 56    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 57    | 105.50 | 40             | 10.00           | 57    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 58    | 105.50 | 40             | 10.00           | 58    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 59    | 105.50 | 40             | 10.00           | 59    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 60    | 105.50 | 40             | 10.00           | 60    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 61    | 105.50 | 40             | 10.00           | 61    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 62    | 105.50 | 40             | 10.00           | 62    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 63    | 105.50 | 40             | 10.00           | 63    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 64    | 105.50 | 40             | 10.00           | 64    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 65    | 105.50 | 40             | 10.00           | 65    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 66    | 105.50 | 40             | 10.00           | 66    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 67    | 105.50 | 40             | 10.00           | 67    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 68    | 105.50 | 40             | 10.00           | 68    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 69    | 105.50 | 40             | 10.00           | 69    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 70    | 105.50 | 40             | 10.00           | 70    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 71    | 105.50 | 40             | 10.00           | 71    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 72    | 105.50 | 40             | 10.00           | 72    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 73    | 105.50 | 40             | 10.00           | 73    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 74    | 105.50 | 40             | 10.00           | 74    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 75    | 105.50 | 40             | 10.00           | 75    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 76    | 105.50 | 40             | 10.00           | 76    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 77    | 105.50 | 40             | 10.00           | 77    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 78    | 105.50 | 40             | 10.00           | 78    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 79    | 105.50 | 40             | 10.00           | 79    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 80    | 105.50 | 40             | 10.00           | 80    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 81    | 105.50 | 40             | 10.00           | 81    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 82    | 105.50 | 40             | 10.00           | 82    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 83    | 105.50 | 40             | 10.00           | 83    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 84    | 105.50 | 40             | 10.00           | 84    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 85    | 105.50 | 40             | 10.00           | 85    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 86    | 105.50 | 40             | 10.00           | 86    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 87    | 105.50 | 40             | 10.00           | 87    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 88    | 105.50 | 40             | 10.00           | 88    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 89    | 105.50 | 40             | 10.00           | 89    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 90    | 105.50 | 40             | 10.00           | 90    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 91    | 105.50 | 40             | 10.00           | 91    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 92    | 105.50 | 40             | 10.00           | 92    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 93    | 105.50 | 40             | 10.00           | 93    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 94    | 105.50 | 40             | 10.00           | 94    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 95    | 105.50 | 40             | 10.00           | 95    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 96    | 105.50 | 40             | 10.00           | 96    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 97    | 105.50 | 40             | 10.00           | 97    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 98    | 105.50 | 40             | 10.00           | 98    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 99    | 105.50 | 40             | 10.00           | 99    | 105.50 | 40             | 10.00           |                      |           |         |                   |
| 100   | 105.50 | 40             | 10.00           | 100   | 105.50 | 40             | 10.00           |                      |           |         |                   |

No. 12



C H E S T E R



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Western Railroad (West of Conn River)

### ***Date Recorded***

11/29/1839

### ***Sheet***

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### ***Page***

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### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

Rd

### ***Abutter Names located on Plan***

Sanderson, Samuel

Sisk, John

Babcock, Abel

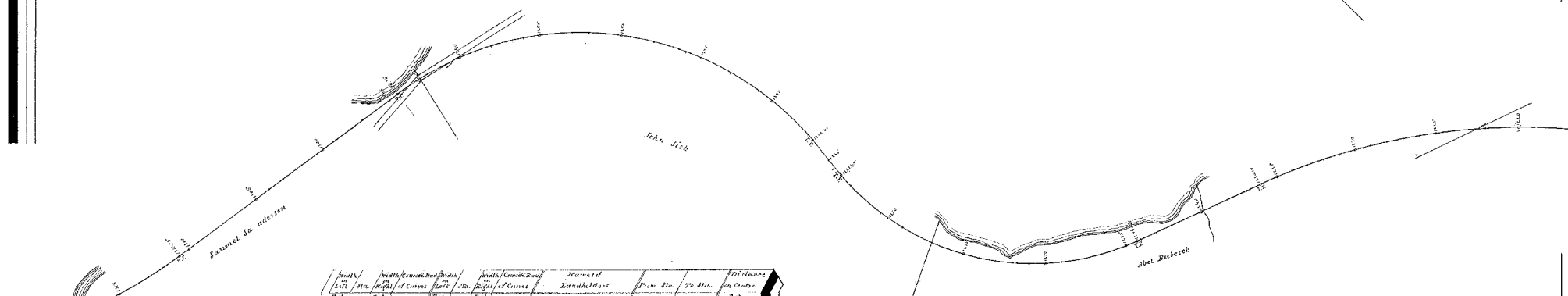
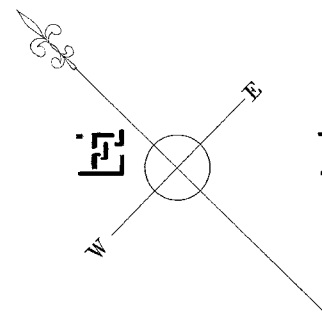
***Stations*** 1319-1220

### ***Landmarks located on Plan***

No 13



# C H E S T E R



| Lat.    | Long. | Width of Channel | Depth of Channel | Width of Channel | Depth of Channel | Name of Landholder | From Sta. | To Sta. | Distance in Centre |
|---------|-------|------------------|------------------|------------------|------------------|--------------------|-----------|---------|--------------------|
| 12° 20' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         | Abet Bulech        | 1225.50   | 1227    | 5170               |
| 12° 21' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         | John Nish          | 1227      | 1228.40 | 5160               |
| 12° 22' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         | Regula             | 1228.40   | 1229.50 | 5150               |
| 12° 23' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         | Sampet Sa. station | 1229.50   | 1231    | 5140               |
| 12° 24' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 25' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 26' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 27' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 28' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 29' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 30' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 31' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 32' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 33' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 34' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 35' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 36' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 37' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 38' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 39' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 40' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 41' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 42' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 43' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 44' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 45' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 46' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 47' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 48' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 49' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 50' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 51' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 52' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 53' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 54' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 55' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 56' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 57' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 58' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 12° 59' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |
| 13° 00' | 40'   | 8' 57" E         | 40'              | 40'              | 8' 57" E         |                    |           |         |                    |

No. 13





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Western Railroad (West of Conn River)

### ***Date Recorded***

11/29/1839

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### ***Page***

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### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

Rd

### ***Abutter Names located on Plan***

Jackson, Thomas

Gibbs, Samuel C

Bowers, Reuben L

Leonard, Zabina

Arnold, William

Wilcox, Asa

Knox, Eli

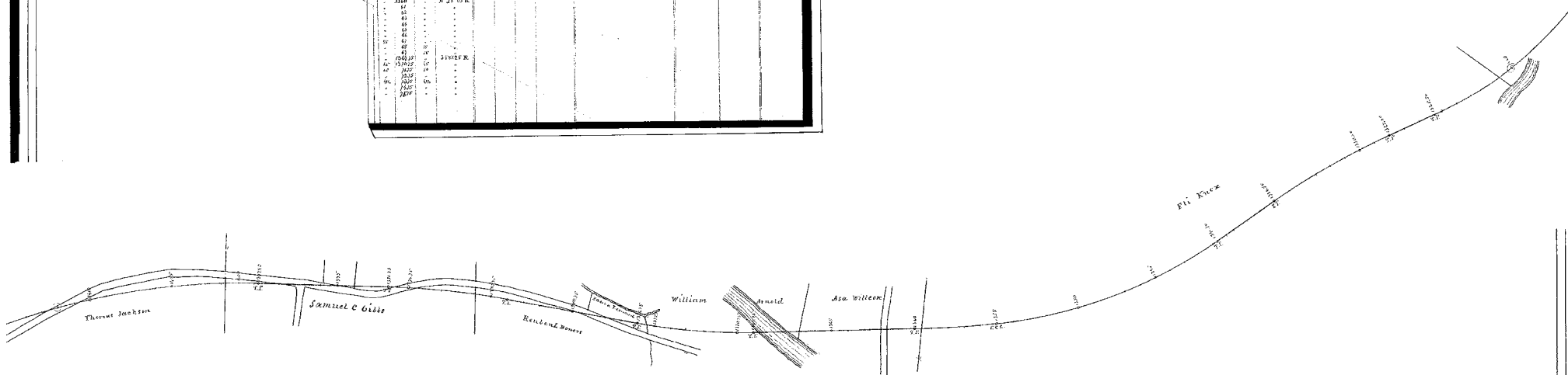
***Stations*** 1410-1320

### ***Landmarks located on Plan***

No 14



No 14


$$\mathbb{C} \quad \mathbb{H} \quad \mathbb{F} \quad \mathbb{S} \quad \mathbb{T} \quad \mathbb{E} \quad \mathbb{R}$$



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Western Railroad (West of Conn River)

### ***Date Recorded***

11/29/1839

### ***Sheet***

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### ***Page***

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### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

Rd

### ***Abutter Names located on Plan***

Fay, Timothy

Bliss, Alexander

Root, Nathan

Dewey, John

***Stations*** 1495.55-14

### ***Landmarks located on Plan***

No 15

River







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Western Railroad (West of Conn River)

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### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

***Stations*** 1580.54-14

### ***Landmarks located on Plan***

No 16

Hampshire Line

River

### ***Abutter Names located on Plan***

Root, Elkanah

Fey, Erastus

Holland

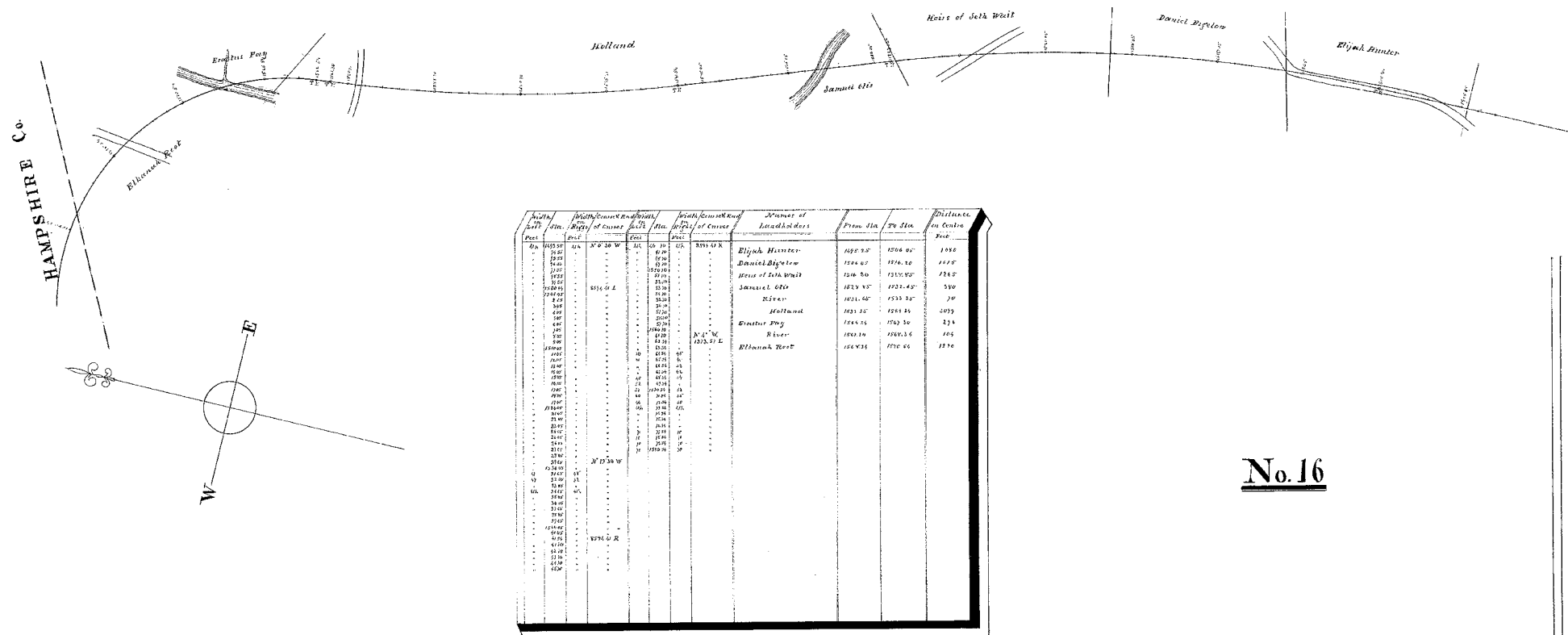
Otis, Samuel

Wait, Seth (hiers of)

Bigelow, Daniel

Hunter, Elijah



$$\mathbb{C} \quad \mathbb{H} \quad \mathbb{F} \quad \mathbb{S} \quad \mathbb{T} \quad \mathbb{E} \quad \mathbb{R}$$


No. 16



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Hampden Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

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***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

***Stations***

***Landmarks located on Plan***

Cover Page



PLAN  
OF THE  
LOCATION OF THE  
HAMPDEN RAILROAD  
— IN THE —  
COUNTY OF HAMPDEN, MASS.  
THROUGH THE CITIES OF  
SPRINGFIELD & CHICOPEE  
AND THE TOWNS OF  
LUDLOW & PALMER

Scale 1 in. = 200 Ft. Durkee, White & Towne, Eng'rs

SPRINGFIELD, MASS. Oct. 1911.





## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Hampden Railroad Co

### *Date Recorded*

10/6/1911

### *Shelf*

8

### *Page*

2

### *Towns located on Plan*

### *Roads located on Plan*

### *Abutter Names located on Plan*

Note: See Reg of Deeds Plan  
file #342

### *Landmarks located on Plan*

Signature Page

### *Stations*

LOCATION OF THE HAMPDEN RAILROAD

IN

Hampden County, Massachusetts, through the Cities of Springfield and Chicopee and Towns of Ludlow and Palmer.

In accordance with the provisions of Chapters 111 & 112 Part II Section 74 of the Revised Laws of the Commonwealth of Massachusetts, the Hampden Railroad Corporation makes and files this location of its railroad in the County of Hampden through the cities of Springfield and Chicopee and towns of Ludlow and Palmer in the said Commonwealth, as shown on the accompanying map and description of alignment, which map and description are hereby made a part of this location.

The Courses of the Base or Center Line are Magnetic Courses and the Distances of the Outside Lines of the Location from the Base or Center Line are stated in Red Figures indicating feet and decimals of a foot on said map.

*Charles D. Miller*  
*Joseph A. Skinner*  
*Henry W. Kelly*  
*Samuel M. Dorman*  
*Edgar L. Gillett*  
*Reuben D. Robinson*  
*Arthur W. Carr*

DIRECTORS  
 OF THE  
 HAMPDEN RAILROAD  
 CORPORATION

Commonwealth of Massachusetts.

Hampden, ss.

Clerk's Office of the County Commissioners.

Filed November 6, 1911.

Attest: *Robert O. Morris* Clerk.

Boston, October 25, 1911.

Under the provision of the  
 Acts of 1906, c. 63, Part II, § 81  
 I hereby certify that these plans  
 are prepared in conformity with  
 the rules of the Board of Railroad  
 Commissioners.

*Charles E. Mann*  
 Clerk.

NOTE.

See Registry Plan  
 FILE PG 342 FOR  
 PARCEL TAKINGS.  
 May not match Plans



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Hampden Railroad Co

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***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page



The following is a description of the location of the Hampden Railroad:

Beginning at a point in the center line of the present location of the Athol Branch of N. Y. C. & H. R. R. R. in Springfield, Mass., said point being at station 22+77.10 on Hampden Railroad location and is 6.5 feet southerly and at right angles to a stone bound. Thence northeasterly by a 2° curve to left to station 18+72.18 P.R.C. Thence easterly by 2° 02' curve to right to station 14+71.7. Thence N 58° 41' E to station 7+04.17, passing through property of Springfield Crude Oil Engine Company and T. E. King, the right of way being 47.75 feet on the north and 24 feet on the south, and parallel to above described center. Thence by 2° curve to left to station 0+0, passing through the property of T. E. King and the right of way being 47.75 feet on the north and at station 7+04.17 on south 24 feet and at station 0+0 on south 34.75 feet. Station 0+0 equals station 9+48.23 in continuation of this line. Thence N 44° 36' E to station 86+36, said station being on the Springfield and Chicopee line. Thence continuing north 44° 36' E crossing the Chicopee River to station 94+87.41; crossing the following properties and highways: T. E. King, P. B. Moore, T. E. King, Edmund and Patrick Fitzgerald, Cottage street, D. L. Gillett estate, Butler Road, Edmund and Patrick Fitzgerald, Pipe Line No. 2 Springfield Water Department, East Springfield Realty Company, Mary Groehmal, Robbins Road, Harriet Fuller, Jane Manger, Birchen Bend Power Company, Springfield Street Railway Company, East Main Street, Chicopee River, Fred Fuller. From station 94+88.23 to station 35+0 the right of way is 47.75 feet on the north and 34.75 feet on the south of said described center line and parallel thereto. From station 35+0 to station 45+0 the right of way is 106.5 feet on the north and 93.5 feet on the south of said

described center line and parallel thereto. From station 45+0 to station 60+0 the right of way is 47.75 feet on the north and 34.75 feet on the south of said described center line and parallel thereto. From station 60+0 to station 87+80 the right of way is 106.5 feet on the north and 93.50 feet on the south of said described center line and parallel thereto. From station 87+80 to station 94+87.41 the right of way is 47.75 feet on the north and 34.75 feet on the south of said described center line and parallel thereto. Thence by 4° curve to the right to station 102+84.91 crossing the properties of Fred Fuller, highway, (Fuller Road), Fred Fuller, Cecil Adams. From station 94+87.41 to station 100+0 the right of way is 47.75 feet on the north and 34.75 feet on the south of said described center line and parallel thereto. From station 100+0 to station 108+84.91 the right of way is 106.5 feet on the north and 93.50 feet on the south of said described center line and parallel thereto. Thence S. 79° 30' E to station 164+50 which is the City of Chicopee and Town of Ludlow line. Thence continuing S 79° 30' E to station 390+38.36 crossing the following properties and highways: Cecil Adams, Fuller Road, Cecil Adams, Jackson Cady, land now or formerly of George W. Putnam, Granby Road, E. Tatroe, Alexander Tatroe, Thomas Shean estate, William C. Walker, P. Goddard, Henry Lanou, Matt Galligan, O. Clifford estate, Frank LaBleau, Louis Pero, Holyoke Road, Mary Pero, Pero street, Joseph Gokay, S. Parrish, John Chwalek, William Williamson, Fuller street, Wolentz Babek, Ludlow Center road, James Haviland estate, Joseph Labell, H. S. Fuller, Granby and Holyoke road, E. E. Fuller, Edward Sullivan, Calkins, W. C. Savage, Collins Station road, Charles Potter, J. Clark, Charles Wood, highway to Red Bridge. From station 108+84.91 to station 117+0 the right of way is 106.5 feet on the north and 93.5 feet on the south of said described center line and parallel thereto. From station 117+00 to station 141+00 the right of way is 47.75 feet on the north and 34.75 feet on the south of said center line and parallel thereto. From station

141+00 to station 149+00 the right of way is 90 feet on the north and 65 feet on the south of said described center line and parallel thereto. From station 149+00 to station 180+80 the right of way is 47.75 feet on the north and 34.75 feet on the south of said center line and parallel thereto. From station 180+80 to station 184+00 the right of way is 65 feet on the north and 50 feet on the south of said described center line and parallel thereto. From station 184+00 to station 233+06 the right of way is 47.75 feet on the north and 34.75 feet on the south of said described center line and parallel thereto. From station 233+06 to station 239+00 the right of way is 65 feet on the north and 50 feet on the south of said described center line and parallel thereto. From station 239+00 to station 249+00 the right of way is 47.75 feet on the north and 34.75 feet on the south of said described center line and parallel thereto. From station 249+00 to station 259+72 the right of way is 65 feet on the north and 50 feet on the south of said described center line and parallel thereto. From station 259+72 to station 276+00 the right of way is 47.75 feet on the north and 34.75 feet on the south of said described center line and parallel thereto. From station 276+00 to station 293+00 the right of way is 65 feet on the north and 50 feet on the south of said described center line and parallel thereto. From station 293+00 to station 314+00 the right of way is 47.75 feet on the north and 34.75 feet on the south of said described center line and parallel thereto. From station 314+00 to station 320+00 the right of way is 65 feet on the north and 50 feet on the south of said described center line and parallel thereto. From station 320+00 to station 341+00 the right of way is 92 feet on the north and 70 feet on the south of said described center line and parallel thereto. From station 341+00 to station 350+00 the right of way is 47.75 feet on the north and 34.75 feet on the south of said described center line and parallel thereto. From station 350+00 to station 361+00 the right of way is 65 feet on the north and 50 feet on the south of said described center line. From (station 361+00 to

station 370+30 the right of way is 95 feet on the north and 80 feet on the south of said described center line and parallel thereto. From station 370+30 to station 378+00 the right of way is 65 feet on the north and 50 feet on the south of said described center line and parallel thereto. From station 378+00 to station 388+00 the right of way is 47.75 feet on the north and 34.75 feet on the south of said described center line and parallel thereto. From station 388+00 to station 390+38.36 the right of way is 106.50 feet on the north and 93.50 feet on the south of said described center line and parallel thereto. Thence by 4° curve to the left to station 400+92.53 crossing the properties of J. Clark, Charles Woods, A. D. & A. G. King, W. J. & L. N. Pero, Stephen Nitupakis. From station 390+38.36 to station 400+92.53 the right of way is 106.50 feet on the north and 93.50 feet on the south of said described center line and parallel thereto. Thence N 58° 20' E to station 462+28.50=636+43.28 on continuation of this line; crossing the properties of W. J. & L. N. Pero, Stephen Nitupakis, Joseph Kemptzack, Charles Rich, William Blackmer, C. S. Parker, highway to Red Bridge and C. S. Parker. From station 400+92.53 to station 410+00 the right of way is 106.50 feet on the north and 93.50 feet on the south of said described center line and parallel thereto. From station 410+00 to station 448+00 the right of way is 80 feet on the north and 65 feet on the south of said described center line and parallel thereto. From station 448+00 to station 462+28.50=636+43.28 the right of way is 47.75 feet on the north and 34.75 feet on the south of said described center line and parallel thereto. Thence by 2° curve to the right to station 664+86.61 crossing the properties of C. S. Parker, H. Wade, F. Rindge, old highway, and S. A. Thomas. From station 636+43.28 to station 648+00 the right of way is 90 feet on the north and 75 feet on the south

of said described center line and parallel thereto. From station 648+00 to station 655+00 the right of way is 65 feet on the north and 50 feet on the south of said described center line and parallel thereto. From station 655+00 to station 664+86.61 the right of way is 47.75 feet on the north and 34.75 feet on the south of said described center line and parallel thereto. Thence S. 64° 35' E to station 694+12 in the Town line of Ludlow and Belchertown, Mass., counties of Hampden and Hampshire, crossing the following properties and highways: S. A. Thomas, Ella Wood, Belchertown Road, Lorin Wood estate, J. Olds, Alfred Paine, Paine's Road, Alfred Paine. From station 664+86.61 to station 676+00 the right of way is 47.75 feet on the north and 34.75 feet on the south of said described center line and parallel thereto. From station 676+00 to station 681+29 the right of way is 100 feet on the north and 85 feet on the south of said described center line and parallel thereto. From station 681+29 to station 692+00 the right of way is 47.75 feet on the north and 34.75 feet on the south of said described center line and parallel thereto. From station 692+00 to station 694+12 the right of way is 65 feet on the north and 50 feet on the south of said described center line and parallel thereto.

Beginning at a point in line between the towns of Belchertown, Hampshire County and Palmer, Mass., Hampden County and in the property line of R. Penton and George Green said point being station 730+05. Running thence S. 64° 38' E to station 737+33.33 crossing the properties of George Green, Wolenty Stultys. From station 730+05 to station 734+00 the right of way is 65 feet on the north and 50 feet on the south of said described center line and parallel thereto. From station 734+00 to station 737+33.33 the right of way is 100 feet on the north and 95 feet on the south of said described center line and parallel thereto. Thence by 2° curve to the left to station 755+16.23 crossing the property of Wolenty Stultys. From station 737+33.33 to station 745+00 the right of way is 100 feet on the north and 95 feet on

the south of said described center line and parallel thereto. From station 745+00 to station 755+16.23 the right of way is 75 feet on the north and 60 feet on the south of said described center line and parallel thereto. Thence N 79° 42' E to station 757+53, said station being in the property line of Bessie Jenks and Robert Chambers and in the line between towns of Belchertown, Mass., Hampshire County, and Palmer, Mass., Hampden County, crossing the properties of Wolenty Stultys and Bessie Jenks. The right of way being 75 feet on north and 60 feet on the south of said described center line and parallel thereto.

Beginning at a point in Town line of Palmer, Mass., Hampden County and Belchertown, Mass., Hampshire County line at station 793+87, said point being center of Swift River, thence N 79° 42' E to station 811+08.66, through property of P. J. Austin. From station 793+87 to station 802+00 the right of way is 106.50 feet on the north and 93.50 feet on the south of said described center line and parallel thereto. From station 802+00 to station 811+08.66 the right of way is 90 feet on the north and 75 feet on the south of said described center line and parallel thereto. Thence by a 20' curve to the right to station 825+13.66, crossing the properties of P. J. Austin, J. B. Doney and Nettie Fuller the right of way is 90 feet on the north and 75 feet on the south of said described center line and parallel thereto. Thence N 84° 23' E. to station 910+46.72 crossing the following properties and the highways, J. B. Doney, Nettie Fuller, Fred Callis, highway to Bondsville, S. Jorsjak, highway to Thorndike, J. Tyburski, M. Doyle, highway to Thorndike, Charles Bigda, D. H. Hammond, J. S. Sullivan, highway, Mrs. Sarah Whiting, Boston & Maine Railroad, Massachusetts Central Division, Mrs. Sarah Whiting, highway to Bondsville, W. Chandonnais and C. W. Hastings. From station 825+13.66 to station 839+00 the right of way is 90 feet on the north and 75 feet on the south of said described center line and parallel thereto. From station 839+00 to station 850+00 the right of way is 47.75 feet on the north and 34.75 feet on the south of said described center line and parallel

thereto. From station 850+00 to station 866+00 the right of way is 75 feet on the north and 60 feet on the south of said described center line and parallel thereto. From station 866+00 to station 910+46.72 the right of way is 106.50 feet on the north and 93.50 feet on the south of said described center line and parallel thereto. Thence by 3° curve to the left to station 923+78.94 in center line of present location of B. & M. Railroad near Hastings Crossing, Palmer, Mass., crossing the following properties and highways, W. Chandonnais, C. W. Hastings, highway to Bondsville and C. W. Hastings. From station 910+46.72 to station 915+00 the right of way is 106.50 feet on the north and 93.50 feet on the south of said described center line and parallel thereto. From station 915+00 to station 923+78.94 the right of way is 65 feet on the north and 50 feet on the south of said described center line and parallel thereto.

Also a branch in the City of Springfield, Mass., beginning at station 9+48.23 and running thence S 44° 26' W to station 7+04.17. Thence by a 2° curve to the right to station 0+00 said station being the center line of location of the Athol Branch of the N.Y.C. & H. R. R. R.

Also a branch in Chicopee, Mass., beginning at station 0+00 at a point in the center line of location of the Chicopee Falls Branch of the Boston & Maine Railroad, said point being about 200 feet easterly of the easterly line of Grape street produced and running thence N 89° 31' E crossing the Chicopee River. Station 24+02.40 crossing the properties of William Parenba, D. B. Haskins, Dwight Manufacturing Company, Chicopee River, Dwight Manufacturing Company, J. Patterson, Ed. Chapin and Charles E. Chapin. From Station 0+00 to station 14+00 the right of way is 47.75 feet on the north and 34.75 feet on the south of said described line and parallel thereto. From station 14+00 to station 24+02.4 the right of way is 106.50 feet on the north and 93.50 feet on the south of said described center line and parallel thereto. Thence by a 4° curve

to the left to station 39+29.9 crossing the following properties and highway, Charles E. Chapin, P. A. Ryan and Nelson street. From station 24+02.4 to station 39+29.9 the right of way is 106.50 feet on the north and 93.50 feet on the south of said described center line and parallel thereto. Thence north 28° 25' E to station 55+94.40 crossing West Oak street, G. DeGray, P. A. Ryan, Emma Morse, Raymond Navak, Philip Jordain, private road, St. John estate. From station 39+29.9 to station 42+00 the right of way is 106.5 feet on the north and 93.5 feet on the south of said described center line and parallel thereto. From station 42+00 to station 55+94.40 the right of way is 85 feet on the north and 70 feet on the south of said described center line and parallel thereto. Thence by a 4° curve to the right to station 72+84.82 crossing the properties of St. John estate, William Haggerty, Thomas J. Mesagher, J. Blanchard, C. Blanchard, Gratton street, E. Burnham, Mrs. M. Kelly, A. T. Sayres. From station 55+94.40 to station 72+84.82 the right of way is 85 feet on the north and 70 feet on the south of said described center line and parallel thereto. Thence S 83° 58' E to station 124+24.82 crossing the following properties and highways, Mrs. M. Kelly, E. Burnham, M. Leary, Catholic Church and School Property, James S. O'Brien, Valentina, Montgomery street, Catherine Kennedy, J. P. Moriarty, Lynch, J. J. Fitzpatrick, M. Hart, Keating estate, Dupuis, Hampden Bleachery Co., Mrs. J. Buckley Henry Nelligan, P. J. Doherty, Shoridan street, J. F. Ash, T. Welch, St. Patrick Cemetery, Varnum Keith. From station 72+84.82 to station 75+00 the right of way is 85 feet on the north and 70 feet on the south of said described center line and parallel thereto. From station 75+00 to station 92+00 the right of way is 106.50 feet on the north and 93.50 feet on the south of said described center line and parallel thereto. Station 92+00 to station 108+00 the right of way is 47.75 feet on the north and 34.75 feet on the south of said described center line and parallel thereto. From station 108+00 to station 124+24.82 the right of way is 80

feet on the north and 75 feet on the south of said described center line and parallel thereto. Thence by a 2° curve to the right to station 137+43.15 crossing the following properties and highway, Varnum Keith, Ludlow Road, City of Chicopee, Blagoy Smagacz, M. Ploszek. From station 124+24.82 to station 132+00 the right of way is 80 feet on the north and 70 feet on the south of said described center line and parallel thereto. From station 132+00 to station 137+43.15 the right of way is 106.5 feet on the north and 93.5 feet on the south of said described center line and parallel thereto. Thence S 57° 36' E to station 167+01.00 crossing the land of M. Ploszek James Murphy, Fred Fuller, Eaton & Ellis. From station 137+43.15 to station 167+01 the right of way is 106.50 feet on the north and 93.5 feet on the south of said described center line and parallel thereto. Thence by a 1° curve to the left to station 170+91.00 through property of Eaton & Ellis the right of way being 75 feet on the north and 60 feet on the south of said described center line and parallel thereto. Thence S 61° 30' E to station 203+04.08 crossing the following properties and highway, properties of Eaton & Ellis, Ludlow and Gremby road, Eaton & Ellis, Ludlow and Granby road, Fred Fuller and Cecil Adams. From station 170+91.00 to station 188 the right of way is 75 feet on the north and 60 feet on the south of said described center line and parallel thereto. From station 188 to station 192+00 the right of way is 106.50 feet on the north and 93.5 feet on the south of said described center line and parallel thereto. From station 192+00 to station 203+04 the right of way is 75 feet on the north and 60 feet on the south of said described center line and parallel thereto. Thence by a 2° curve to the left to station 212+04.08 station 111+20 on the main line from Springfield to Hastings Crossing, through properties of Fred Fuller and Cecil Adams. From station 203+04.08 to station 212+04.08 the right of way is 106.50 feet on the north and 93.50 feet on the south of said described center line and parallel thereto. The heretofore described center lines are the center lines of the proposed southerly or east-bound track of said Hampden Railroad. Stone bounds set opposite all P.C.'s and P.T.'s of curves and are distant 6.5 feet northerly at right angles therefrom.



## HAMPDEN COUNTY RAILROAD PROJECT

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Hampden Railroad Co

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### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

Cottage St

Butler Rd

### ***Abutter Names located on Plan***

Springfield Curder Oil Engine Co

King, TE

Moore, PB

King, TE

Fitzgerald, Ed'm

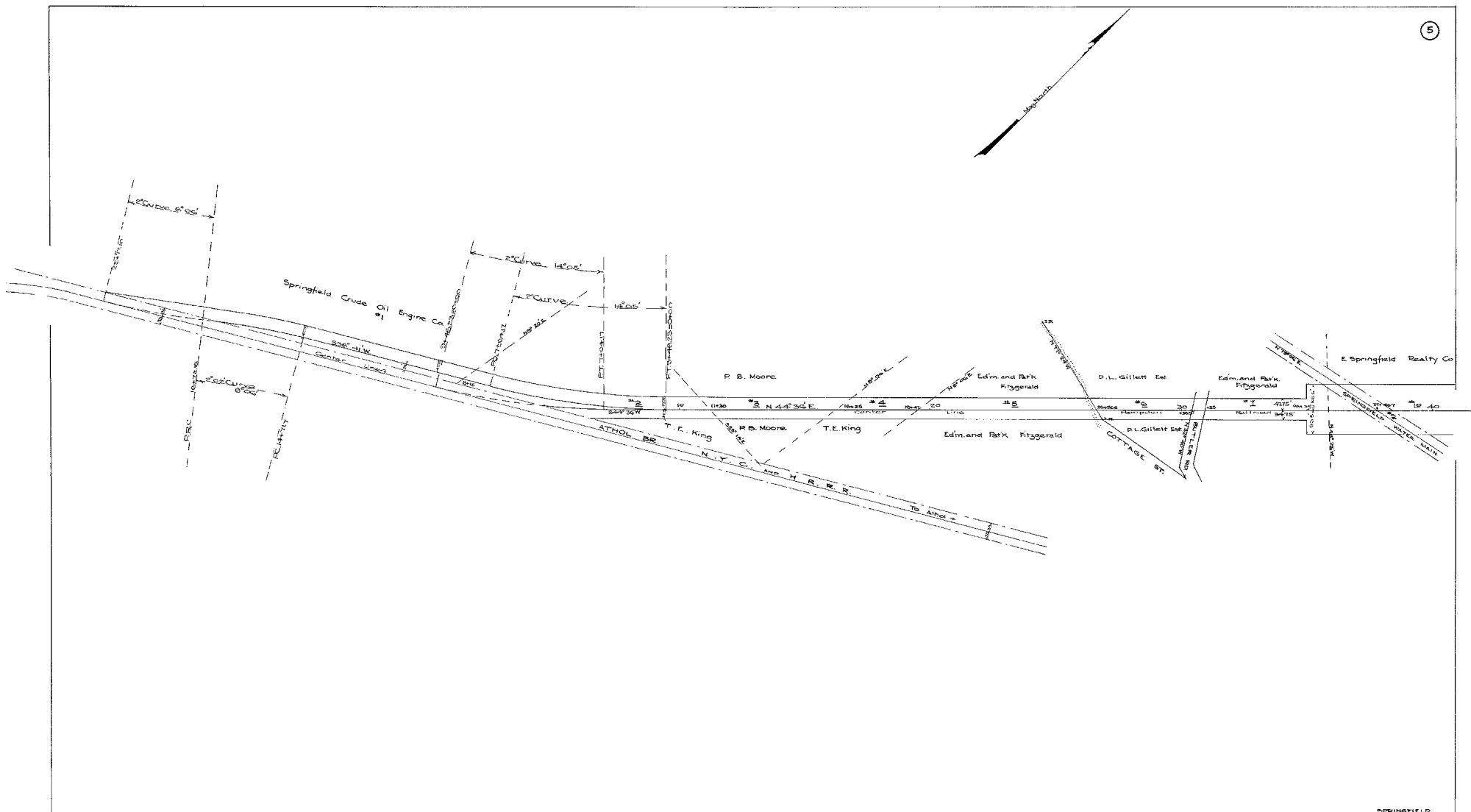
Fitzgerald, Pat'k

East Springfield Realty Co

### ***Landmarks located on Plan***

Athol Br NYC & H R RR

### ***Stations***







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

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### ***Towns located on Plan***

Springfield

Chicopee

### ***Roads located on Plan***

Robbins Rd

Springfield St

East Main St

### ***Abutter Names located on Plan***

East Springfield Realty Co

Grochmal, Mary

Fuller, Harriett

Munger, Jane

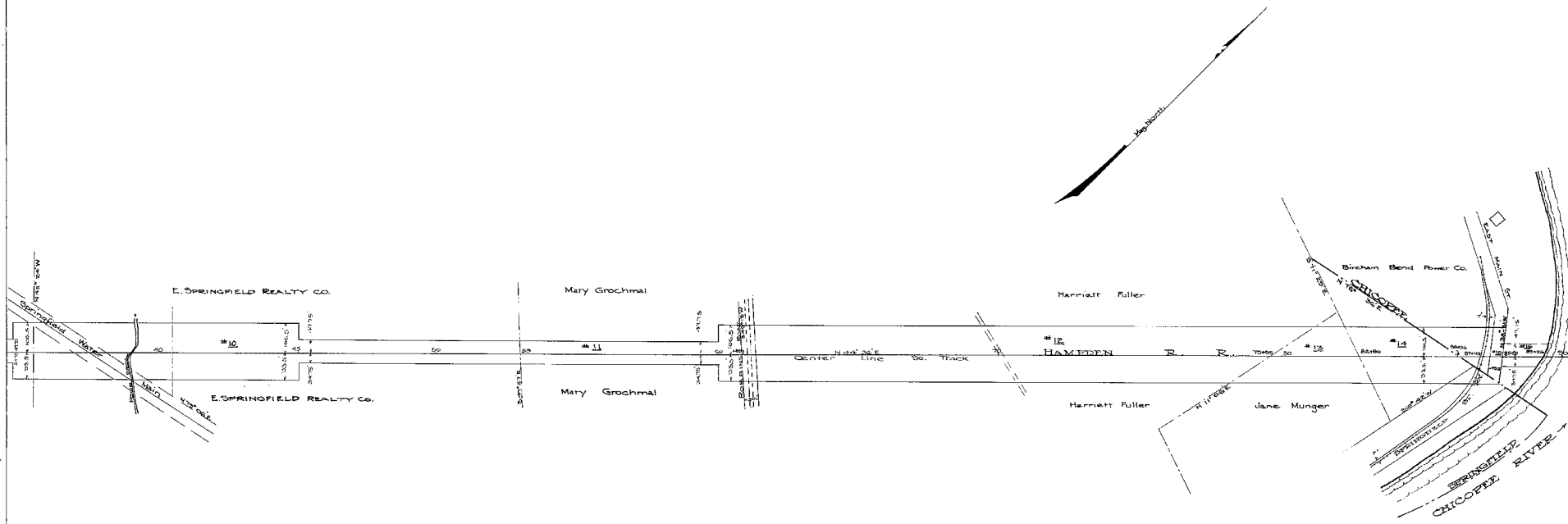
Bircham Bend Power Co

### ***Landmarks located on Plan***

Poor Brook

Chicopee River

### ***Stations***





## HAMPDEN COUNTY RAILROAD PROJECT

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Hampden Railroad Co

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### **Towns located on Plan**

Springfield

Chicopee

### **Roads located on Plan**

Springfield St

Fuller Rd

### **Abutter Names located on Plan**

Fuller, Harriet

Munger, Jane

Bircham Bend Power Co

Fuller, Fred

Fuller, Fred

Adams, Cecil

### **Stations**

### **Landmarks located on Plan**

Chicoppe River

Fuller Brook







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Hampden Railroad Co

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### ***Towns located on Plan***

Chicopee

Ludlow

### ***Roads located on Plan***

Fuller Rd

### ***Abutter Names located on Plan***

Adams, Cecil

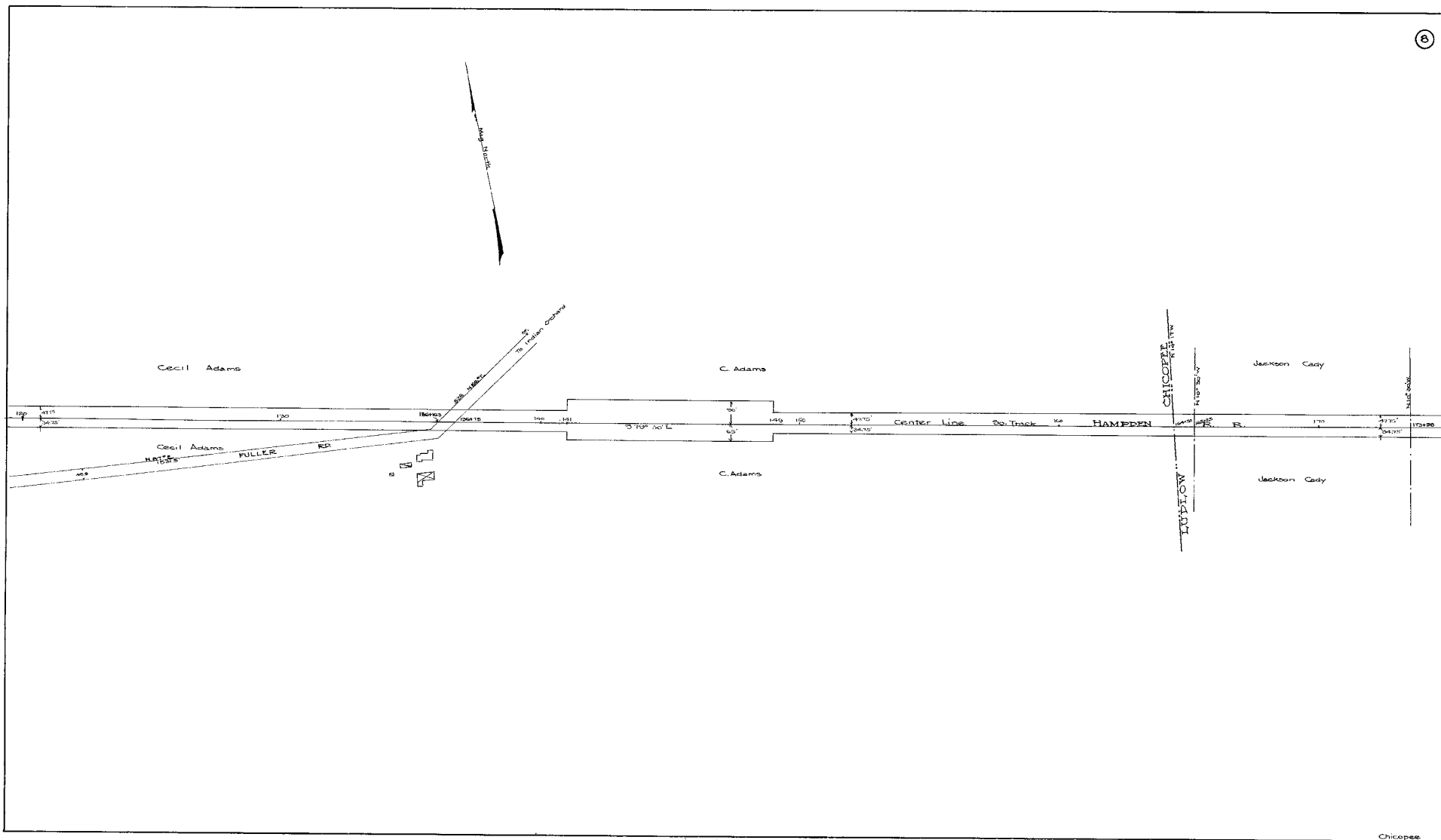
Adams, C

Cady, Jackson

### ***Stations***

### ***Landmarks located on Plan***







## HAMPDEN COUNTY RAILROAD PROJECT

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Hampden Railroad Co

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### ***Towns located on Plan***

Chicopee

Ludlow

### ***Roads located on Plan***

Prospect St

Rd

### ***Stations***

### ***Landmarks located on Plan***

### ***Abutter Names located on Plan***

Adams, Cecil

Adams, Cecil

Cady, Jackson

Putnam, Gw

Tatro, E

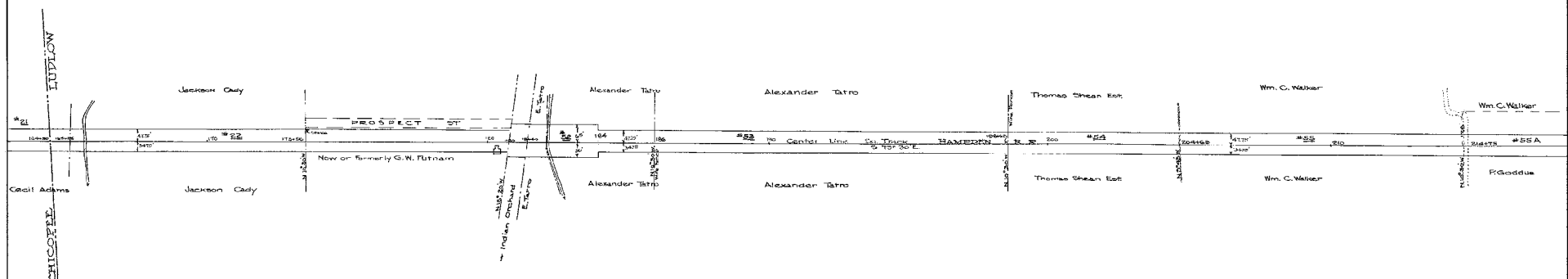
Tatro, Alexander

Shean, Thomas(est)

Walker, Wm C

Goddue, P









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### **Name of Railroad**

Hampden Railroad Co

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### **Towns located on Plan**

Ludlow

### **Roads located on Plan**

Hgy

Maple St

Mero St

Fuller St

Seawall St

### **Stations**

### **Landmarks located on Plan**

### **Abutter Names located on Plan**

Walker, Wm C

Williamson, Wm

Goddue, P

Zabek, Wolenty

Lanou, Henry

Haviland, James (est)

Galligan, Matt

Clifford, O (est)

La Bleau, Frank

Pero, Louis

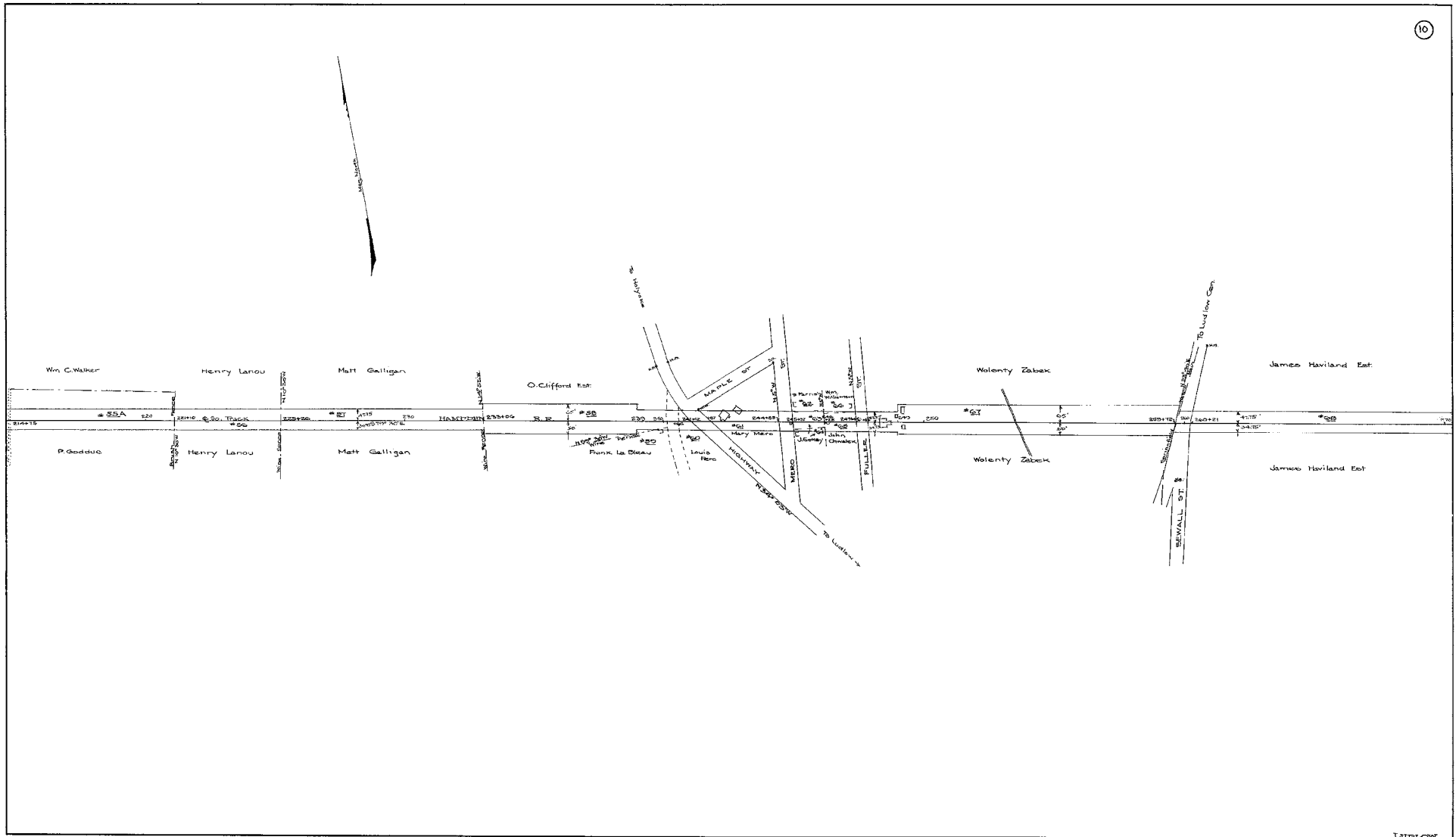
Mero, Mary

Parrish, S

Gokay, J

Chwalek, John







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Hampden Railroad Co

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### ***Towns located on Plan***

Ludlow

### ***Roads located on Plan***

Hgy

### ***Abutter Names located on Plan***

Haviland, James (est)

Labell, Joseph (est)

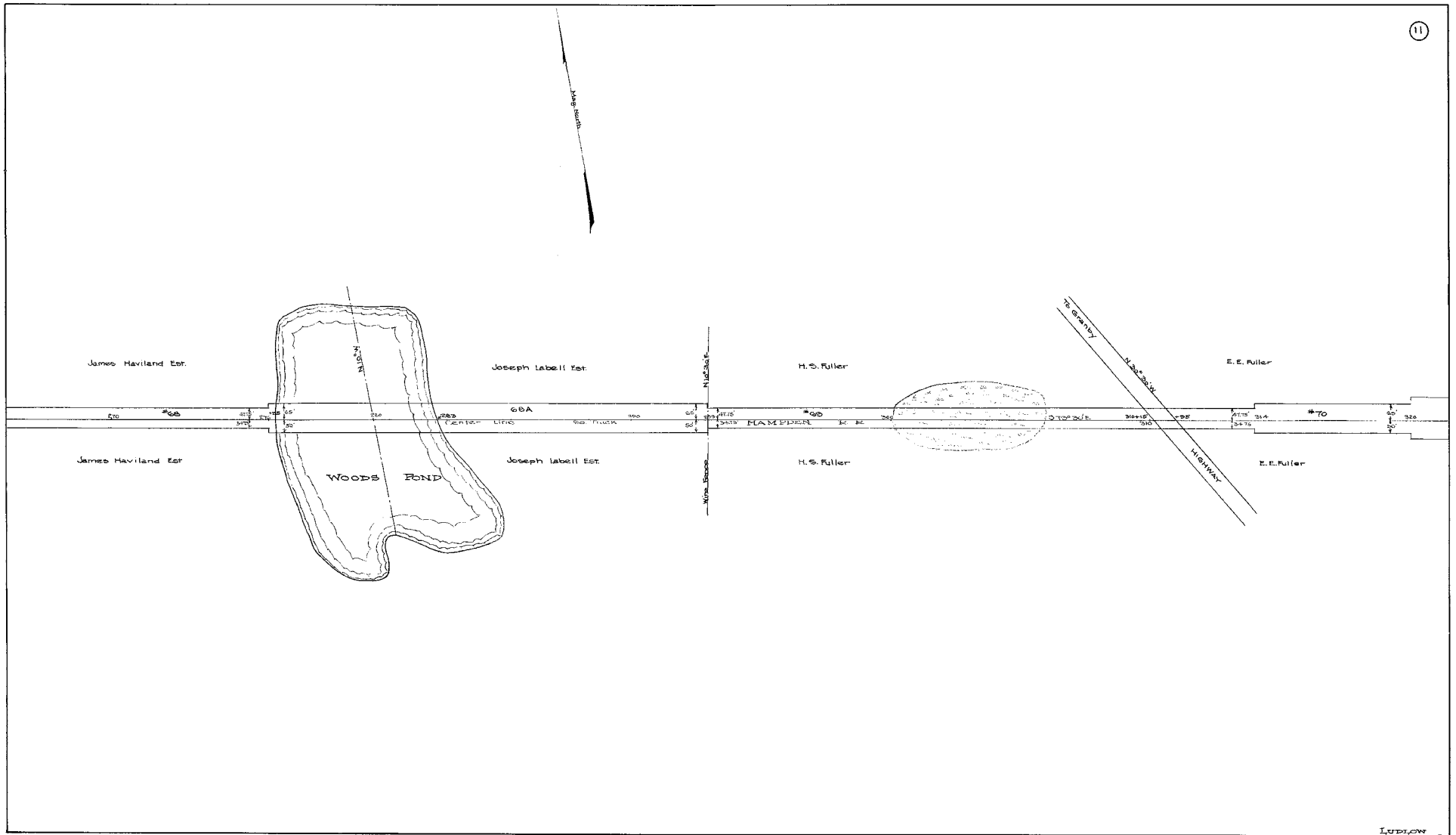
Fuller, EE

### ***Stations***

### ***Landmarks located on Plan***

Wood Pond







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### ***Towns located on Plan***

Ludlow

### ***Roads located on Plan***

Rd

### ***Abutter Names located on Plan***

Fuller, EE

Sullivan, Edward

Calkins

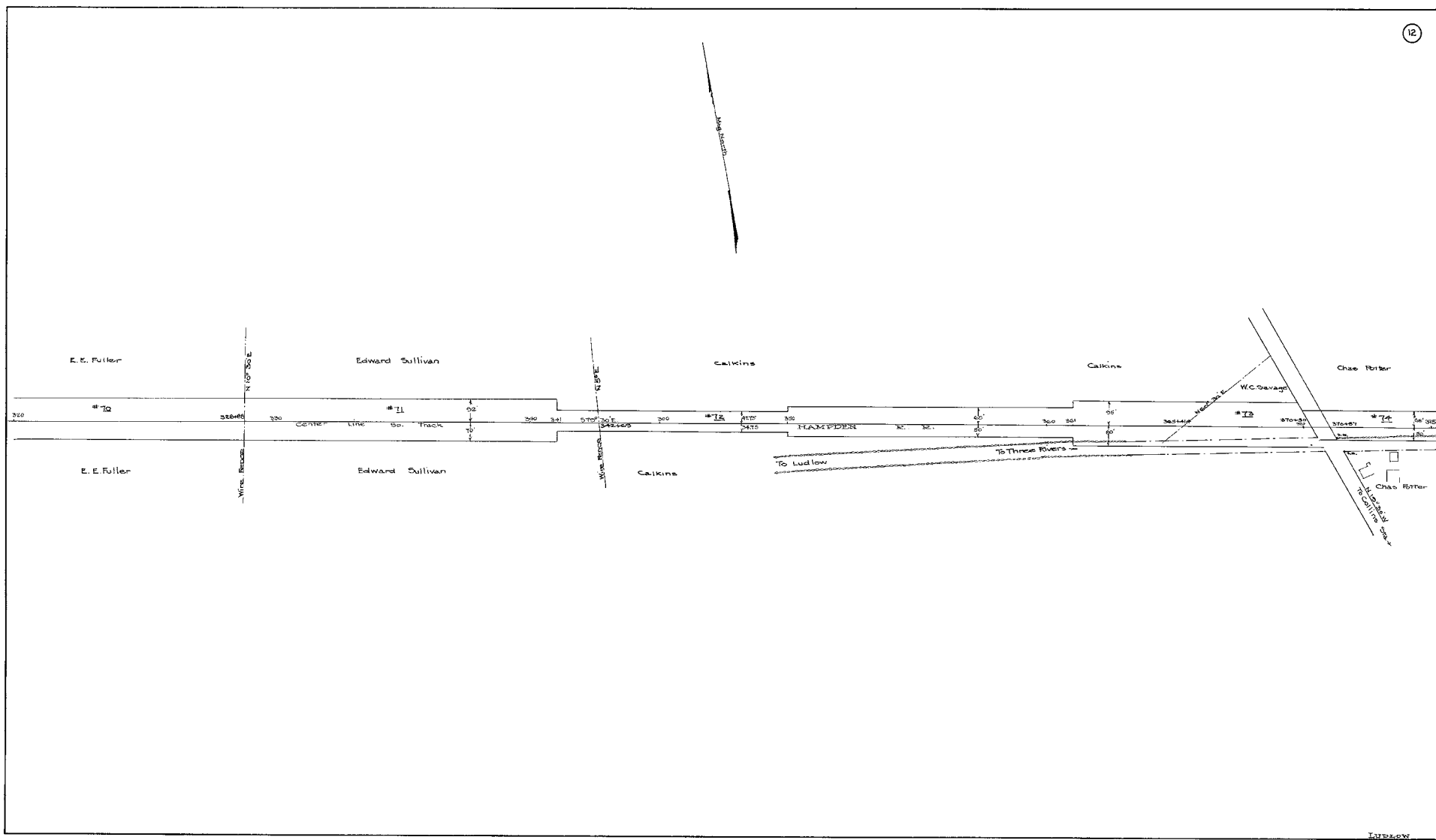
Savage, WC

Potter, Chas

### ***Stations***

### ***Landmarks located on Plan***







## HAMPDEN COUNTY RAILROAD PROJECT

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Hampden Railroad Co

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### **Towns located on Plan**

Ludlow

### **Roads located on Plan**

### **Abutter Names located on Plan**

Potter, Chas

Clark, J

Woods, Chas

King, AD

King, AJ

Pero, WJ

Pero, LN

Nitupskiz, Setphen

Kasprzack, Jos

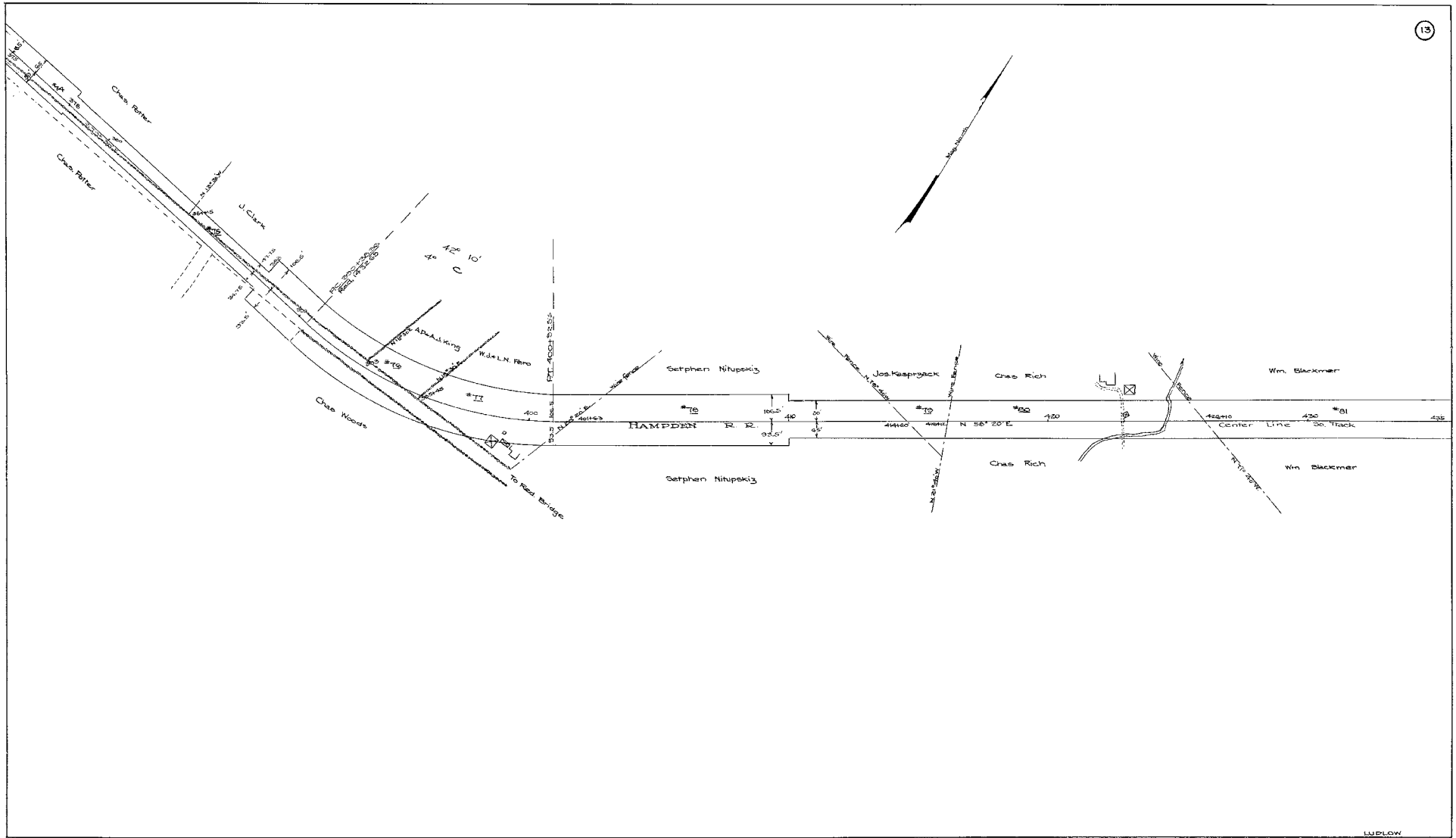
Rich, Chas

Blackmer, Wm

### **Stations**

### **Landmarks located on Plan**









## HAMPDEN COUNTY RAILROAD PROJECT

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Hampden Railroad Co

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### ***Towns located on Plan***

Ludlow

### ***Roads located on Plan***

Hgy

### ***Abutter Names located on Plan***

Blackmer,Wm

Parker,CS

Parker,CS

Wade,H

Rindge,F

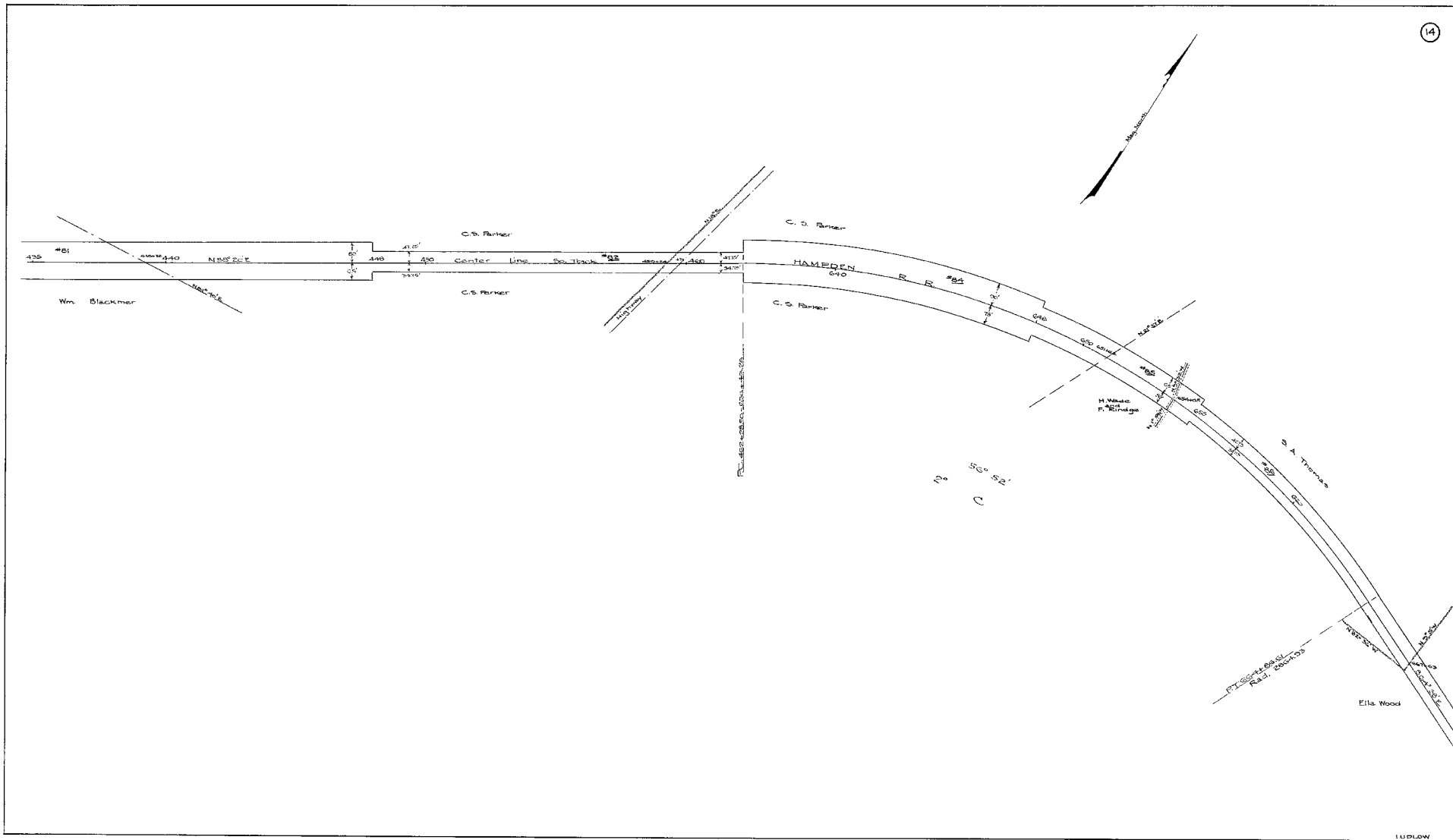
Thomas,SA

Wood,Ella

### ***Stations***

### ***Landmarks located on Plan***







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Hampden Railroad Co

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### ***Towns located on Plan***

Ludlow  
Belchertown

### ***Roads located on Plan***

Belchertown Rd  
Paine Rd  
Hgy

### ***Abutter Names located on Plan***

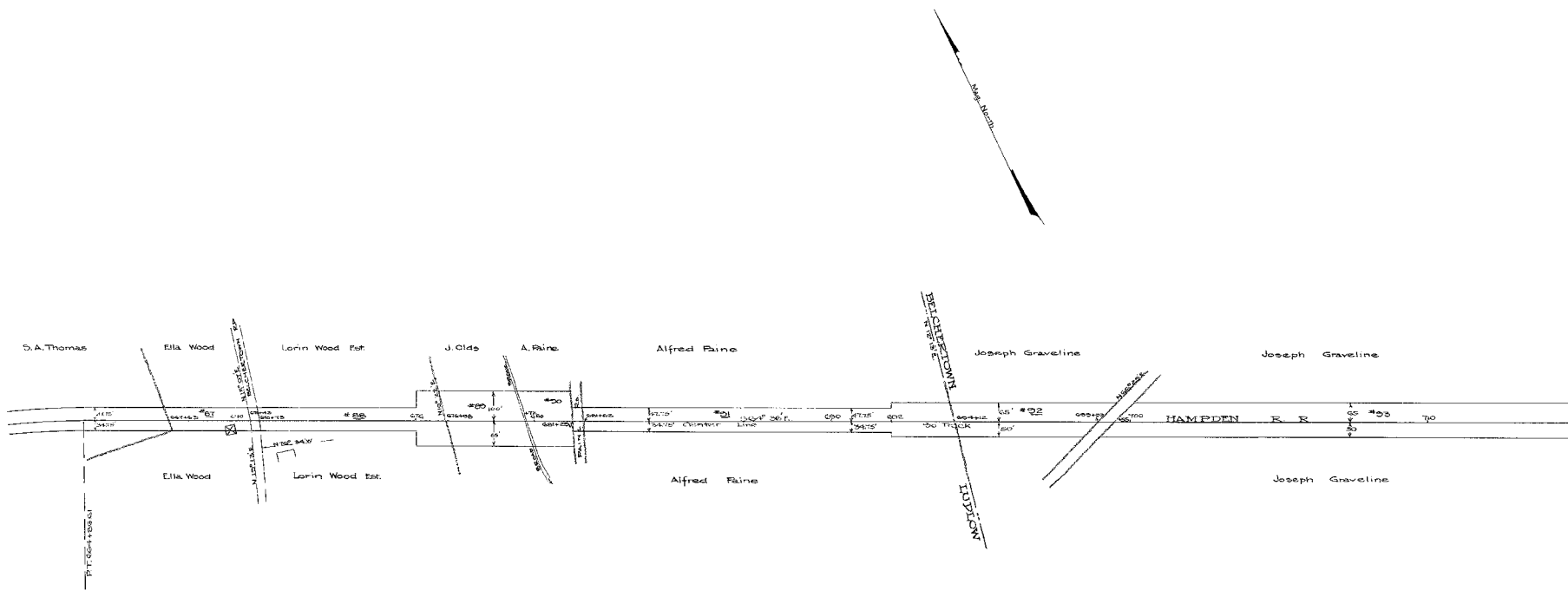
Thomas, SA  
Wood, Ella  
Wood, Lorin (est)  
Olds, J  
Paine, A  
Paine, Alfred  
Graveline, Joseph

### ***Stations***

### ***Landmarks located on Plan***

Broad Brook  
Swift River







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Hampden Railroad Co

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### **Towns located on Plan**

Belchertown

Palmer

### **Roads located on Plan**

### **Stations**

### **Landmarks located on Plan**

Swift River

### **Abutter Names located on Plan**

Higgins, FE

Roumanac, Chas

Fenton, E

Chambers, Robert

Austin, PJ

Domey, JB

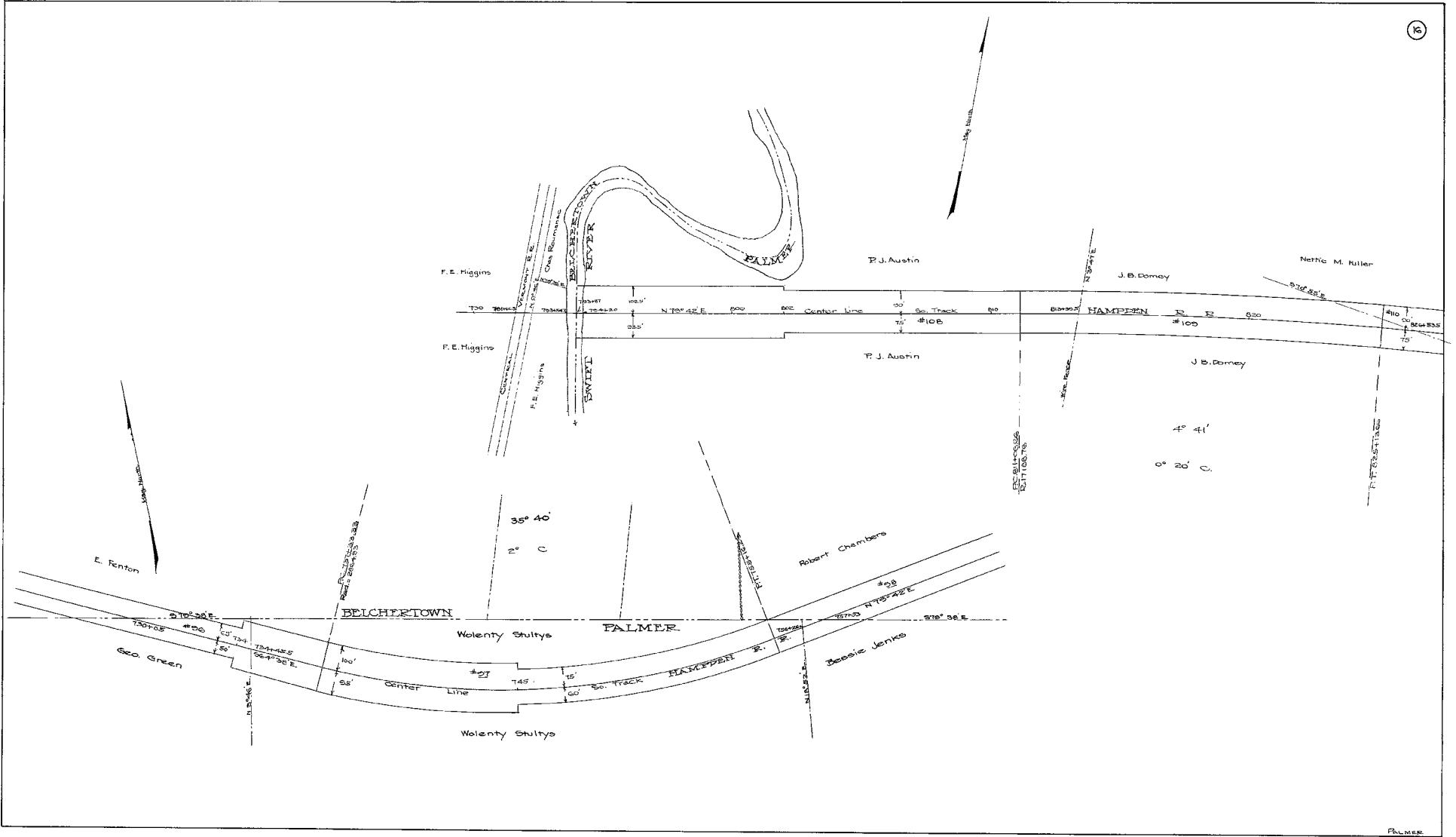
Fuller, Nettie M

Green, Geo

Stultys, Wolenty

Jenks, Bessie







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Hampden Railroad Co

| <b><i>Date Recorded</i></b> | <b><i>Sheet</i></b> | <b><i>Page</i></b> |
|-----------------------------|---------------------|--------------------|
|-----------------------------|---------------------|--------------------|

|           |   |    |
|-----------|---|----|
| 10/6/1911 | 8 | 18 |
|-----------|---|----|

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

Springfield St

Hgy

### ***Abutter Names located on Plan***

Fuller, Nettie M

Domey, JB

Jorsjak, S

Tyburski, John

Doyle, M

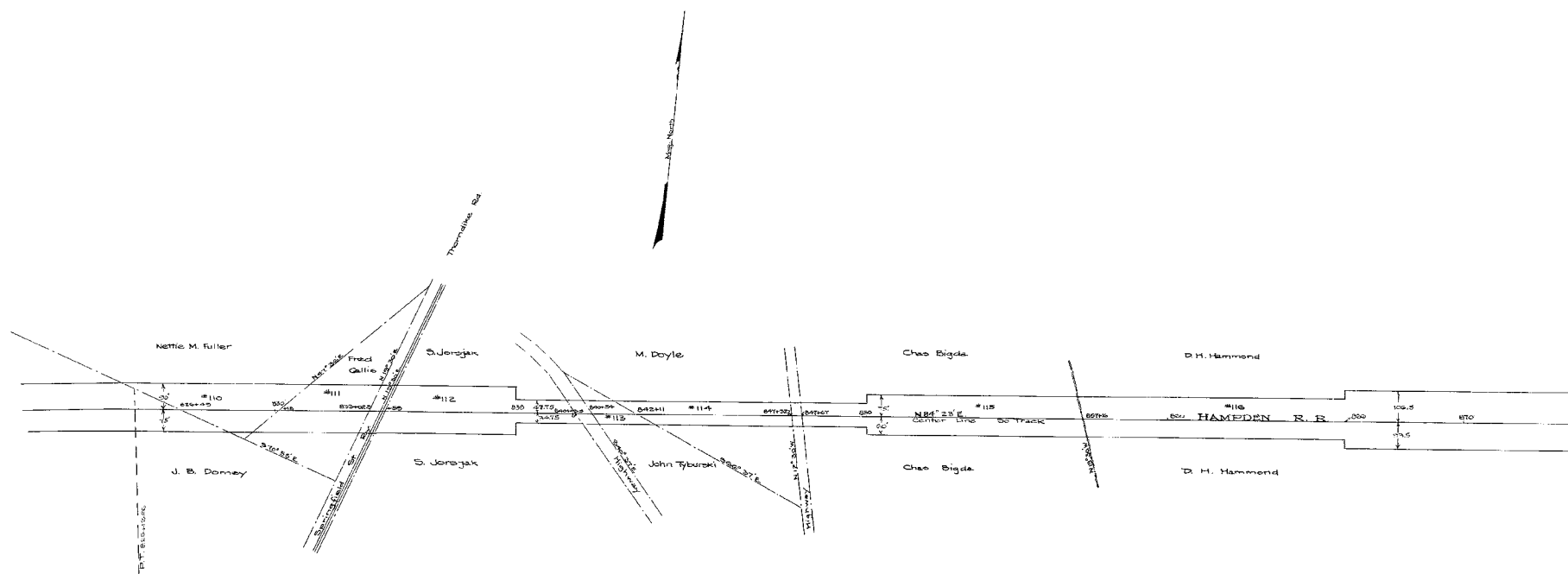
Bigda, Chas

Hammond, DH

### ***Stations***

### ***Landmarks located on Plan***









## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Hampden Railroad Co

| <b>Date Recorded</b> | <b>Sheet</b> | <b>Page</b> |
|----------------------|--------------|-------------|
|----------------------|--------------|-------------|

|           |   |    |
|-----------|---|----|
| 10/6/1911 | 8 | 19 |
|-----------|---|----|

### **Towns located on Plan**

Palmer

### **Roads located on Plan**

Hgy

Rd

### **Abutter Names located on Plan**

Hammond,Dh

Sullivan,JS

Whiting,Sarah

Chandonnais,W

Slattery

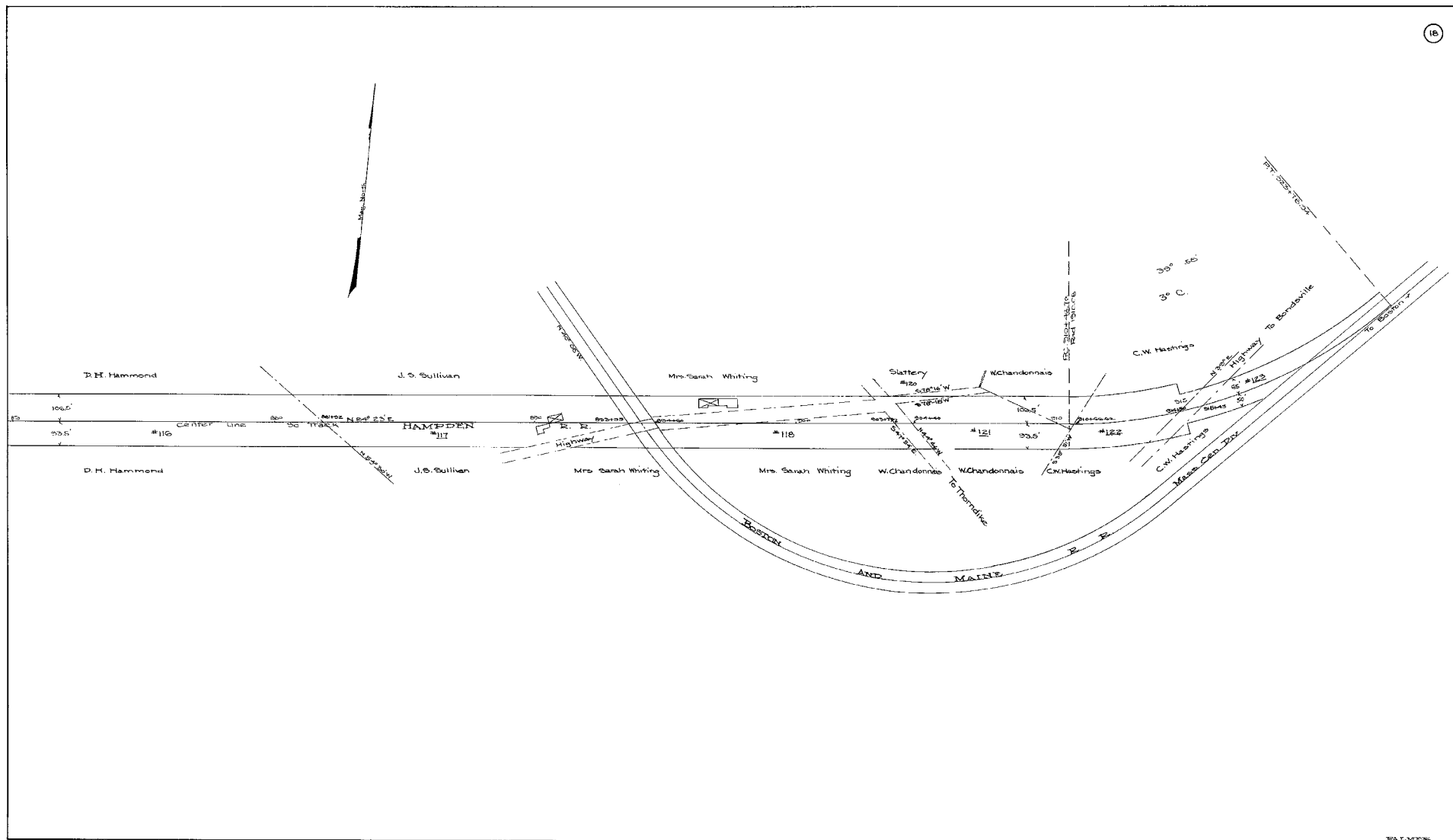
Hastings,CW

### **Stations**

### **Landmarks located on Plan**

Boston & Maine RR







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Hampden Railroad Co

### **Date Recorded    Sheet    Page**

10/6/1911            8            20

### **Towns located on Plan**

Chicopee

### **Roads located on Plan**

Front St

Canal St

Grape St

Nelson St

Private Rd

### **Stations**

### **Landmarks located on Plan**

Canal

Dwight Mfg Co

Farm Crossing

To Suspension Bridge

### **Abutter Names located on Plan**

Paremba, Wm

Navak, Raymond

Haskins, DB

Jodoin, Philip

Patterson, J

St John (est)

Chapin, Ed

Chapin, Chas E

Ryan, PA

Degray, G

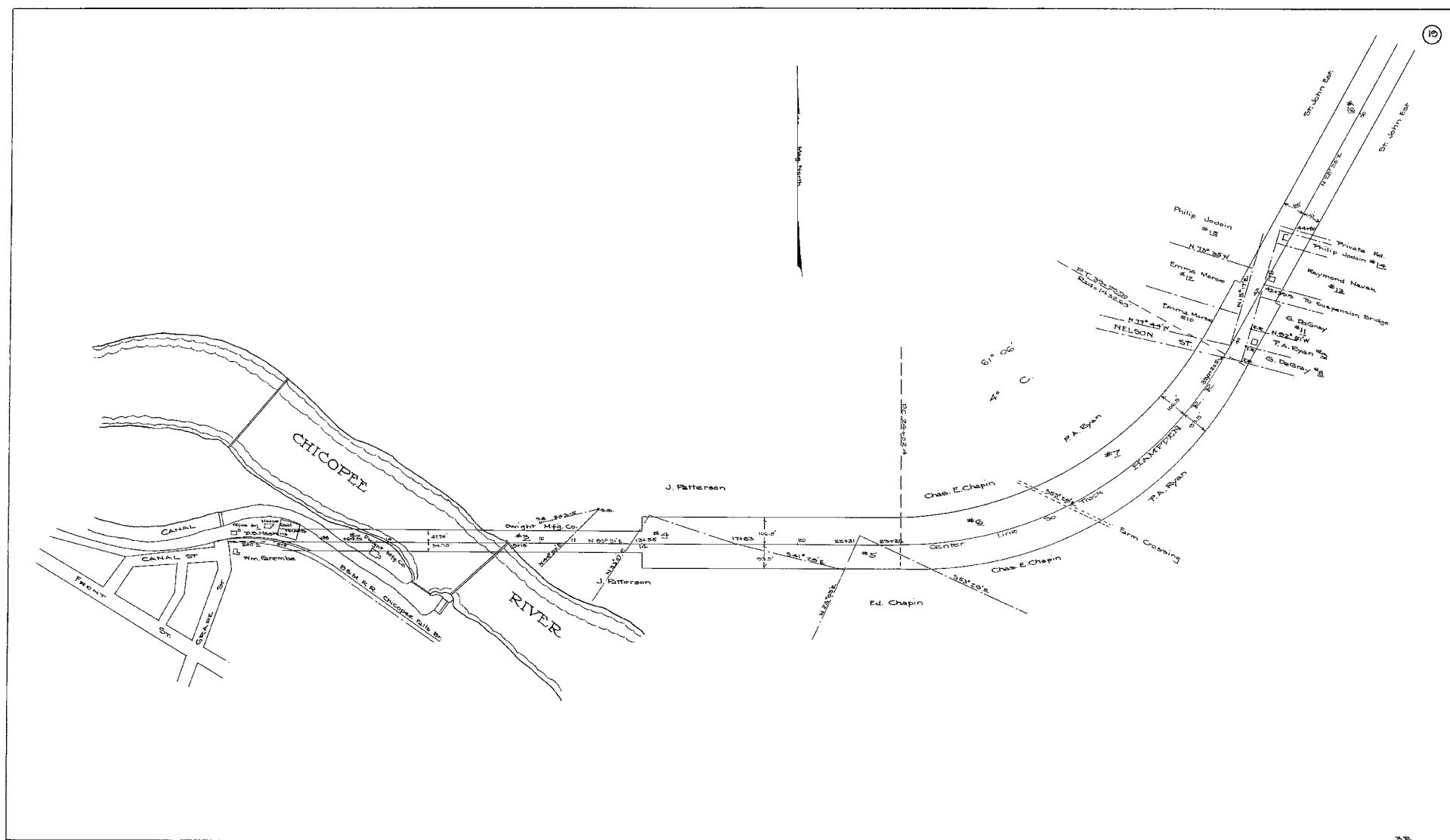
Ryan, PA

Morse, Emma

Degray, G

Morse, Emma







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Hampden Railroad Co

### **Date Recorded Shelf Page**

10/6/1911 8 21

### **Towns located on Plan**

Chicopee

### **Roads located on Plan**

Grattan St  
Montgomery St  
Sheridan

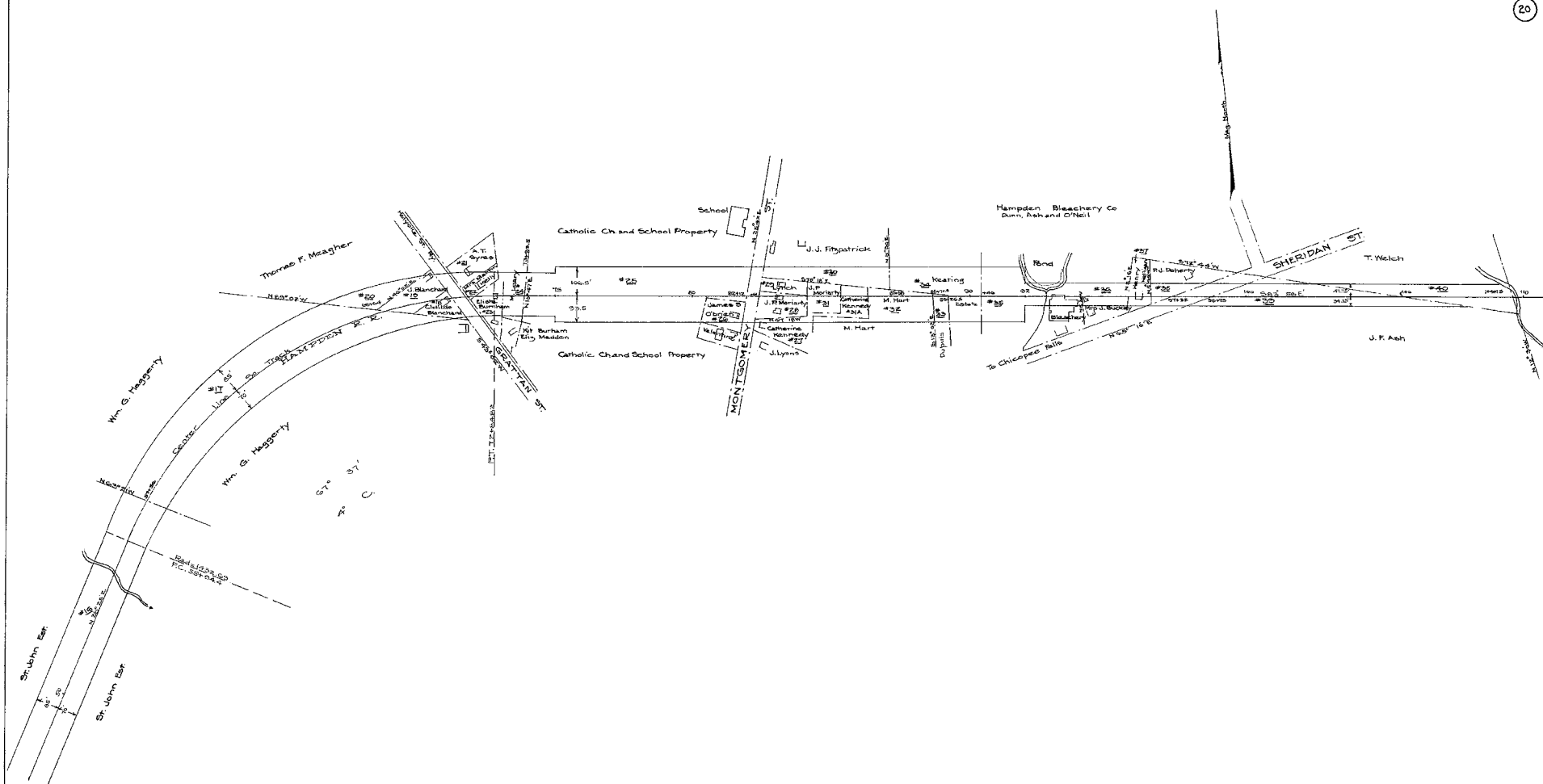
### **Landmarks located on Plan**

Pond

### **Abutter Names located on Plan**

|                               |                   |                      |
|-------------------------------|-------------------|----------------------|
| St John(est)                  | Valentine         | Hampden Bleachery Co |
| Haggerty,Wm G                 | Lyons,J           | Dunn Ash & Oneil     |
| Meagher,Thomas F              | Kennedy,Catherine | Buckley,J            |
| Blanchard,J                   | Moriarty,JP       | Nelligan,Henry       |
| Blanchard,Clotilde            | Lynch             | Doherty,PJ           |
| Syres,AT                      | Fitzpatrick,JJ    | Ash,JF               |
| Kelly,Martin                  | Moriarty,JP       | Welch,T              |
| Burham,Kit                    | Kennedy,Catherine |                      |
| Madden,Eliz                   | Hart,M            |                      |
| Catholic Ch & School Property | Dupuis            |                      |
| Obrien,James S                | Kennedy(est)      |                      |

### **Stations**





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Hampden Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

10/6/1911   8   22

### ***Towns located on Plan***

Chicopee

### ***Roads located on Plan***

Rd

### ***Abutter Names located on Plan***

Welch, T

Welch, F

Keith, Varnum

Smagacz, Blazey

Ptoszek, M

Murphy, James

Fuller, Fred

### ***Stations***

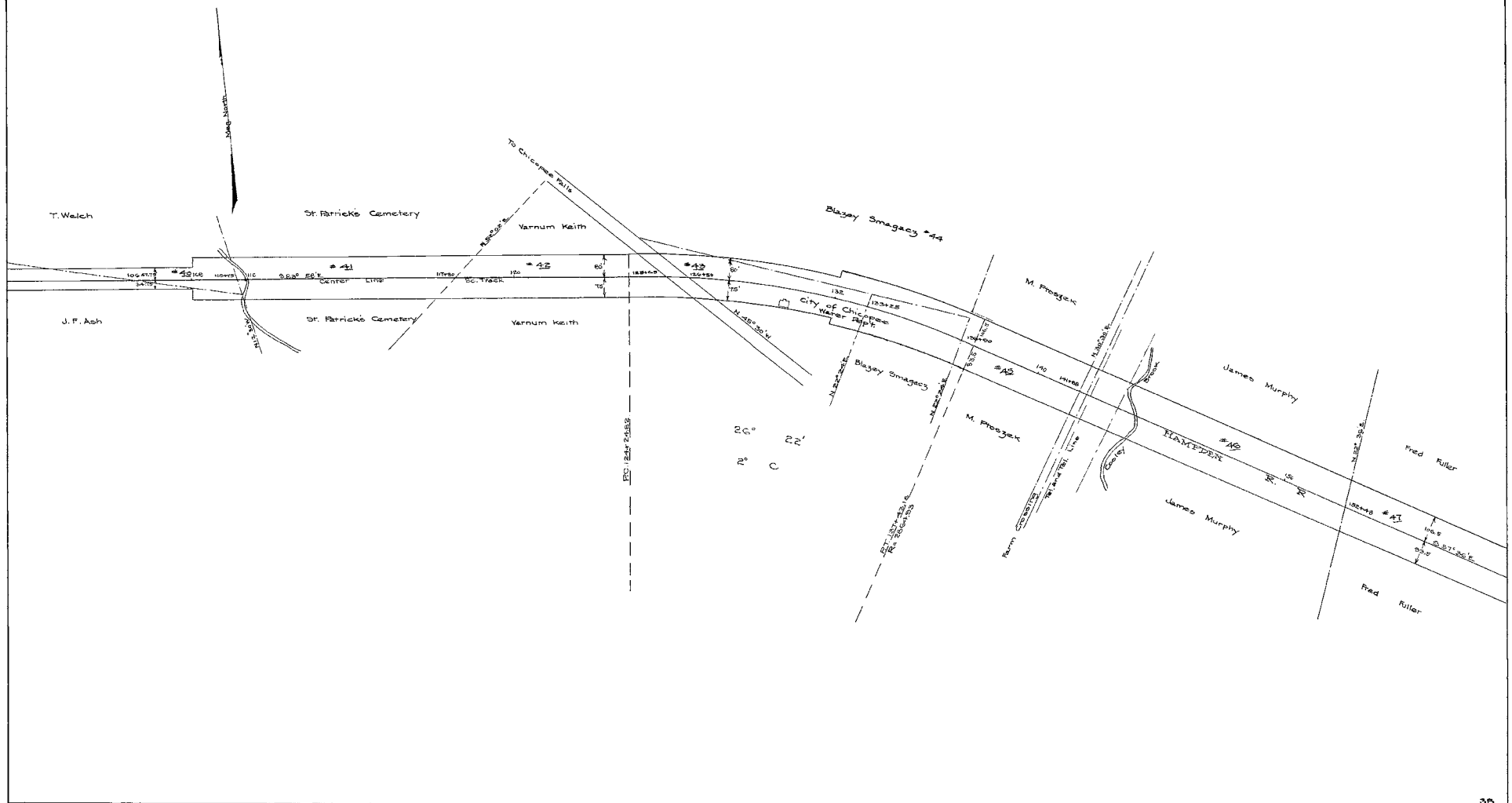
### ***Landmarks located on Plan***

St Patricks Cemetery

Farm Crossing

Cooley Brook









## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Hampden Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

10/6/1911   8   23

### ***Towns located on Plan***

Chicopee

### ***Roads located on Plan***

Rd

### ***Abutter Names located on Plan***

Murphy, James

Fuller, Fred

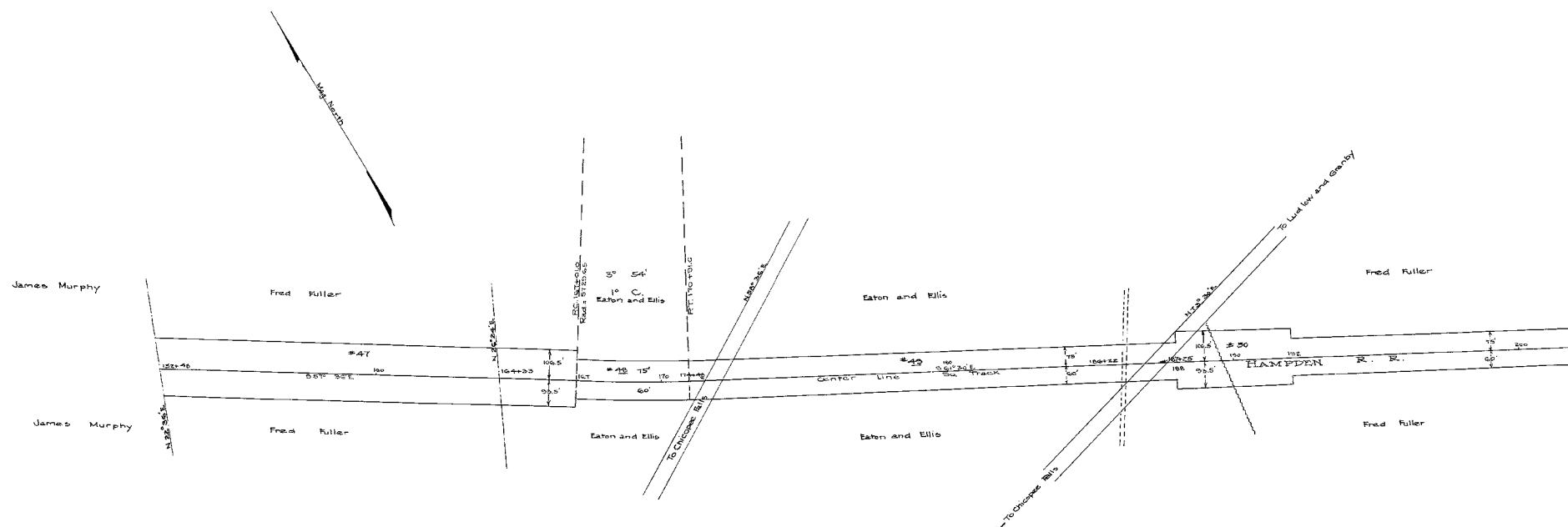
Eaton & Ellis

Fuller, Fred

### ***Stations***

### ***Landmarks located on Plan***







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Hampden Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

10/6/1911   8   24

### ***Towns located on Plan***

Chicopee

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Fuller, Fred

Adams, Cecil

### ***Stations***

### ***Landmarks located on Plan***







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Hampden Railroad

### ***Date Recorded***

9

### ***Sheet***

1

### ***Page***

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Cover Page



# Hampden Railroad

Plan showing location in  
**SPRINGFIELD HAMPDEN  
COUNTY MASS.**

As varied with the consent of the  
**Board of Aldermen**

Dated Jan. 15, 1912.

Scale 1 Inch = 100 Ft.

Durkee, White and Towne, Engr's.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Hampden Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

7/3/1913   9   2

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page



# LOCATION OF THE HAMPDEN RAILROAD

in

HAMPDEN COUNTY, COMMONWEALTH OF MASSACHUSETTS, through the City of Springfield, as varied with the consent of the Board of Aldermen.

In accordance with the provisions of the Revised Laws of the Commonwealth of Massachusetts, the Hampden Railroad Corporation makes and files this location of its Railroad in the County of Hampden through the City of Springfield, as shown on the accompanying map and description of alignment, which map and description are hereby made a part of this location.

The courses of the Base or Center Line are Magnetic Courses, and the distances of the outside lines of the location from the base or center line are stated in red figures indicating feet and decimals of a foot on said map.

*Ram O'Brien*  
*Joseph A. Hennessey*  
*Arthur W. Sabin*  
*August H. Bussan*  
*Arthur Robinson*  
*Henry W. Gile*  
*Edward L. Gilbert*

Directors of the

Hampden Railroad

Corporation

June 21, 1913

Description of Location in the City of Springfield, Hampden County, Massachusetts, as varied with the consent of the Board of Aldermen, said description being the center line of the southerly track of the Hampden Railroad.

Beginning at a point in said center line of the Hampden Railroad, said point being in the division line between land supposed to belong to the Stevens Duryea Company and land supposed to belong to T. E. King, said point being at about Station 11426.28 on a previous location thence running South 44° 36' West to Station 7404.17 of said previous location, said station equalling Station 0400 of the line herein described; thence continuing South 44° 36' West to Station 641.04 to a point in the division line between land now or formerly of T. E. King and land formerly of James C. Sackett and others, said location crossing land supposed to belong to T. E. King, land formerly of the Springfield, Athol & Northeastern Railroad, and other land supposed to belong to T. E. King. From Station 11426.28 line of land of the Stevens Duryea Company, and Station 641.04, line of land of James C. Sackett and others, the location is five (5) rods wide, the side lines of said location being parallel to said center line of location and distant forty seven and seventy five one hundredths (47.75) feet on the right or northwesterly and thirty four and seventy five one hundredths (34.75) feet on the left or southeasterly from said described center line; thence continuing South 44° 36' West crossing lands formerly of James C. Sackett and others, Leon J. Barley, Adoniram Bradley, Springfield Crude Oil Engine Company, Lena E. Taylor and Charles R. Shaw to Station 28487.87, From Station 641.04 to Station 28487.87 the location is one hundred thirty four (134) feet in width, the side lines of said location being parallel to said center line and distant ninety three and five tenths (93.5) feet on the right or northwesterly and forty and five tenths (40.5) feet on the left or southeasterly from said center line of location; thence by a curve to the right of radius fourteen hundred thirty two and sixty nine one hundredths (1432.69) feet crossing land formerly of Charles R. Shaw to Station 51479 at land of the Boston & Albany Railroad Company. From Station 28487.87 to line of land of the Boston & Albany Railroad Company the location is one hundred thirty four (134) feet in width, side lines of said location being distant ninety three and five tenths (93.5) feet on the right or northwesterly and forty and five tenths (40.5) feet on the left or southeasterly from said center line of location; thence continuing on a curve to the right of radius fourteen hundred thirty two and sixty nine one hundredths (1432.69) feet to Station 36454.54;

thence South 75° 15' West to Station 38457, said station being a point in the center line of track of the Athol Branch of the Boston & Albany Railroad. From Station 51479 to Station 38457 the location crosses property of said Boston & Albany Railroad. Stone bounds are set opposite Station 7404.17 = 0+00 and opposite Station 28487.87, and are distant six and five tenths (6.5) feet northwesterly from said stations measured at right angles to said center line, and all as shown on plan accompanying this description, entitled, "Location of the Hampden Railroad in Hampden County, Commonwealth of Massachusetts, through the City of Springfield, as varied with the consent of the Board of Aldermen, Scale 200' = 1". June 21, 1913, E. S. Durkee, Chief Engineer".

June 30,  
Boston, 1913.

Under the provisions of Section 81, Part 2, Chapter 463, Acts of 1906, I hereby certify that this location is prepared in conformity with the rules of the Massachusetts Board of Railroad Commissioners.

*Charles E. Mann*  
Clerk of the Board

Commonwealth of Massachusetts  
Hampden, ss.  
Before me, Office of the County Commissioners.  
Filed July 3, 1913.  
Attest: *Robert D. Morris*  
Clerk.





## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Hampden Railroad

| <b>Date Recorded</b> | <b>Shelf</b> | <b>Page</b> |
|----------------------|--------------|-------------|
|----------------------|--------------|-------------|

|          |   |   |
|----------|---|---|
| 7/3/1913 | 9 | 3 |
|----------|---|---|

### **Towns located on Plan**

Springfield

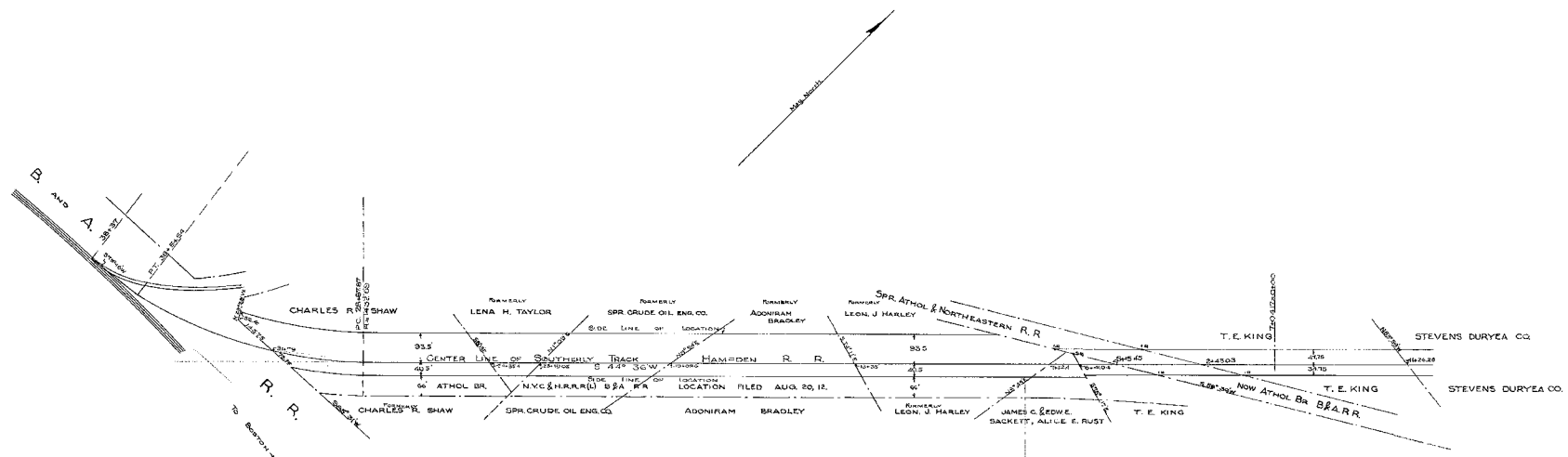
### **Roads located on Plan**

### **Abutter Names located on Plan**

|                             |                   |
|-----------------------------|-------------------|
| B & A RR                    | King, TE          |
| Athol Br NYC & HRRR B&A RR  | Stevens Duryea Co |
| Shaw, Charles R             |                   |
| Taylor, Lena H              |                   |
| Spr Crude Oil Eng Co        |                   |
| Bradley, Adoniran           |                   |
| Harley, Leon J              |                   |
| Spr Athol & Northeastern RR |                   |
| Sackett, James C            |                   |
| Sackett, Edw E              |                   |
| Rust, Alice E               |                   |

### **Landmarks located on Plan**

### **Stations**



Location of the Hampden Railroad

in Hampden County,

Commonwealth of Massachusetts,

through the City of Springfield,

As varied with the consent of the Board of Aldermen.

Scale 200' = 1" June 21, 1913.

Chief Engineer H. S. Durkin.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Hampden Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

2/23/1912   9   4

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page



LOCATION OF THE HAMPDEN RAILROAD

in  
Hampden County, Massachusetts, through the City of Springfield, as varied with the consent of the Board of Aldermen.

In accordance with the provisions of the Revised Laws of the Commonwealth of Massachusetts, the Hampden Railroad Corporation makes and files this location of its railroad in the County of Hampden through the City of Springfield, as shown on the accompanying map and description of alignment, which map and description are hereby made a part of this location.

The courses of the Base or Center Line are Magnetic Courses, and the Distances of the Outside Lines of the Location from the base or center line, are stated in Red figures indicating feet and decimals of a foot on said map.

Rayn O'Brien Directors  
Joseph A. Minney of the  
Arthur W. Eaton Hampden Railroad  
Henry W. Eddy Corporation  
Henry H. Dorman  
Walter D. Robinson  
Edgar L. Gillett

Boston, Feb. 21, 1912.  
Under the provisions of Section 81, Part 2, Chapter 463, Acts of 1906, I hereby certify that this location is prepared in conformity with the rules of the Massachusetts Board of Railroad Commissioners.  
Charles E. Mann,  
Clerk of the Board.

Commonwealth of Massachusetts.  
Hampden, ss.  
Clerk's Office of the County Commissioners.  
Filed February 22, 1912.  
Attest: Robert O. Morris Clerk.

January, 1912.

HAMPDEN RAILROAD CORPORATION

Description of a proposed location in the City of Springfield, Hampden County, Massachusetts, as varied with the consent of the Board of Aldermen, said description being the center line of southerly track of Hampden Railroad Corporation.

Beginning at a stake and nail in the center line of the southerly track of the Hampden Railroad, said stake being 0+00 and equals 7+04.17 on old location, and running thence S 44° 36' W to station 5+15.45 and crossing properties of Hampden Railroad Corporation and New York Central and Hudson River Railroad. Thence in a continuation of the above described course S 44° 36' W to station 28+37.57. Thence by a 4° curve to the right to station 31+79, crossing the following properties: T. E. King, Justin Sackett, Heirs et al, Springfield Crude Oil Engine Company, Adoniram Bradley, Springfield Crude Oil Engine Company, Lena H. Taylor, Charles R. Shaw; from station 5+15.45 to station 31+79, the right of way is 93.5 feet on the northerly and 106.5 feet on the southerly side of the above described center line and parallel thereto. Thence in a continuation of the above described 4° curve to station 36+54.54. Thence S 75° 16' W to station 38+37, said station being a point in the center line of track of the New York Central and Hudson River Railroad, Athol Branch, and crossing the property of the N. Y. C. & H. R. R. Boston and Albany Division.

And all as shown on plan made by Durkee, White & Towne and filed herewith.

Stone Bounds set opposite all P.C.'s and P.T.'s of curves and are distant 6.5' northerly at right angles therefrom.



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Hampden Railroad

### **Date Recorded**

2/23/1912

### **Shelf**

9

### **Page**

4

### **Towns located on Plan**

Springfield

### **Roads located on Plan**

### **Abutter Names located on Plan**

B & A RR Athol Br(NYC & HR  
RR)

Bradley, Adoniran

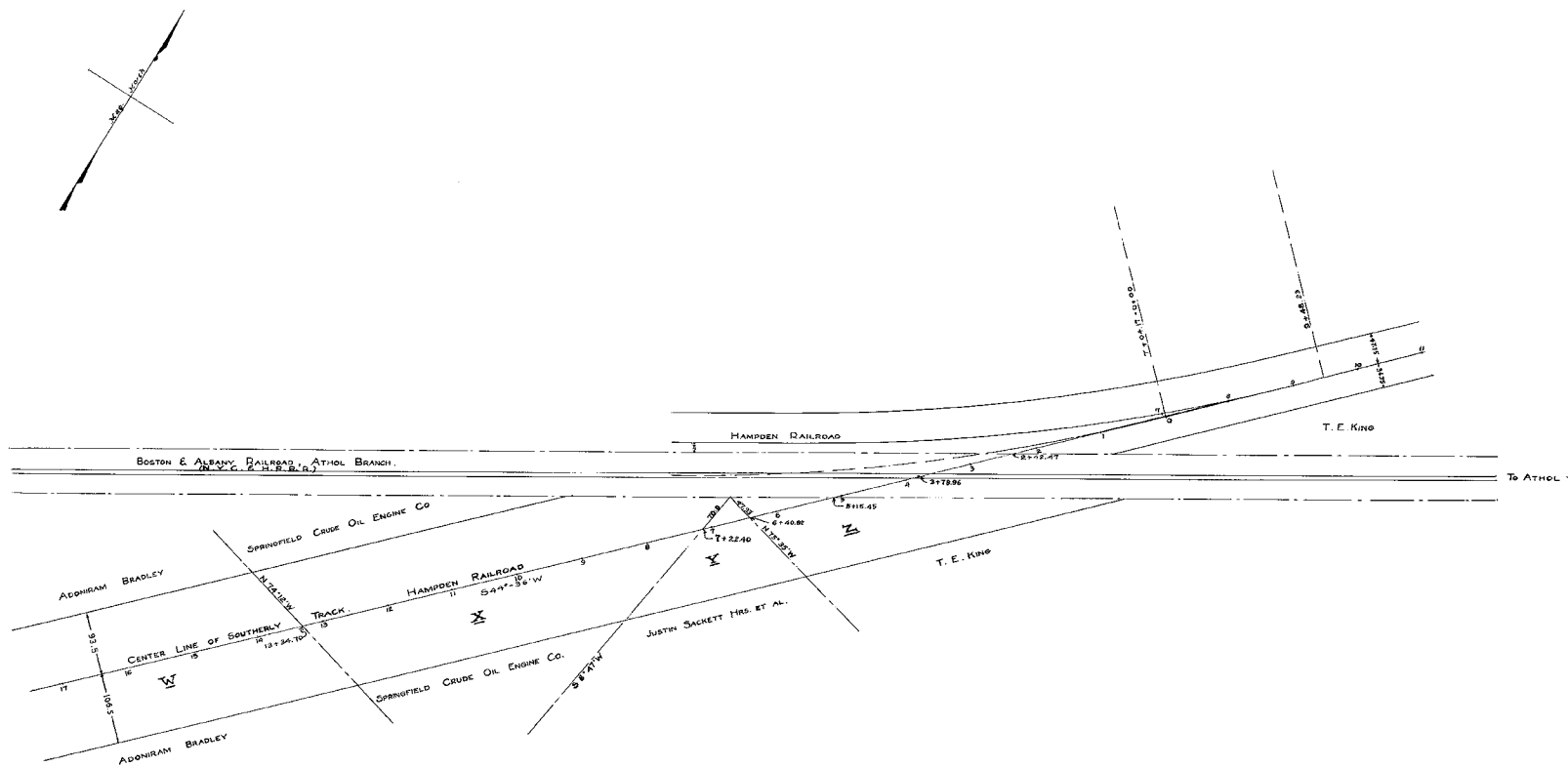
Springfield Crude Oil Engine Co

Sackett, Justin(heirs)

King, TE

### **Landmarks located on Plan**

### **Stations**





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Hampden Railroad

### ***Date Recorded***

2/23/1912

### ***Shelf***

9

### ***Page***

6

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

B & A RR (NYC & H R RR)

Blodgett, EA

Shaw, Charles R

Taylor, Lena H

Springfield Crude Oil Engine Co

Bradley, Adoniran

### ***Landmarks located on Plan***

### ***Stations***







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

4/16/1849      10      1

### ***Towns located on Plan***

Holyoke

### ***Roads located on Plan***

Appleton St

Crescent St

Race St

Cross St

Dwight St

Lyman St

### ***Abutter Names located on Plan***

Parks,N

Jones ,P

### ***Stations***

### ***Landmarks located on Plan***

Location of Conn River RR

Silver Stream

AT Irland(part of Holyoke)

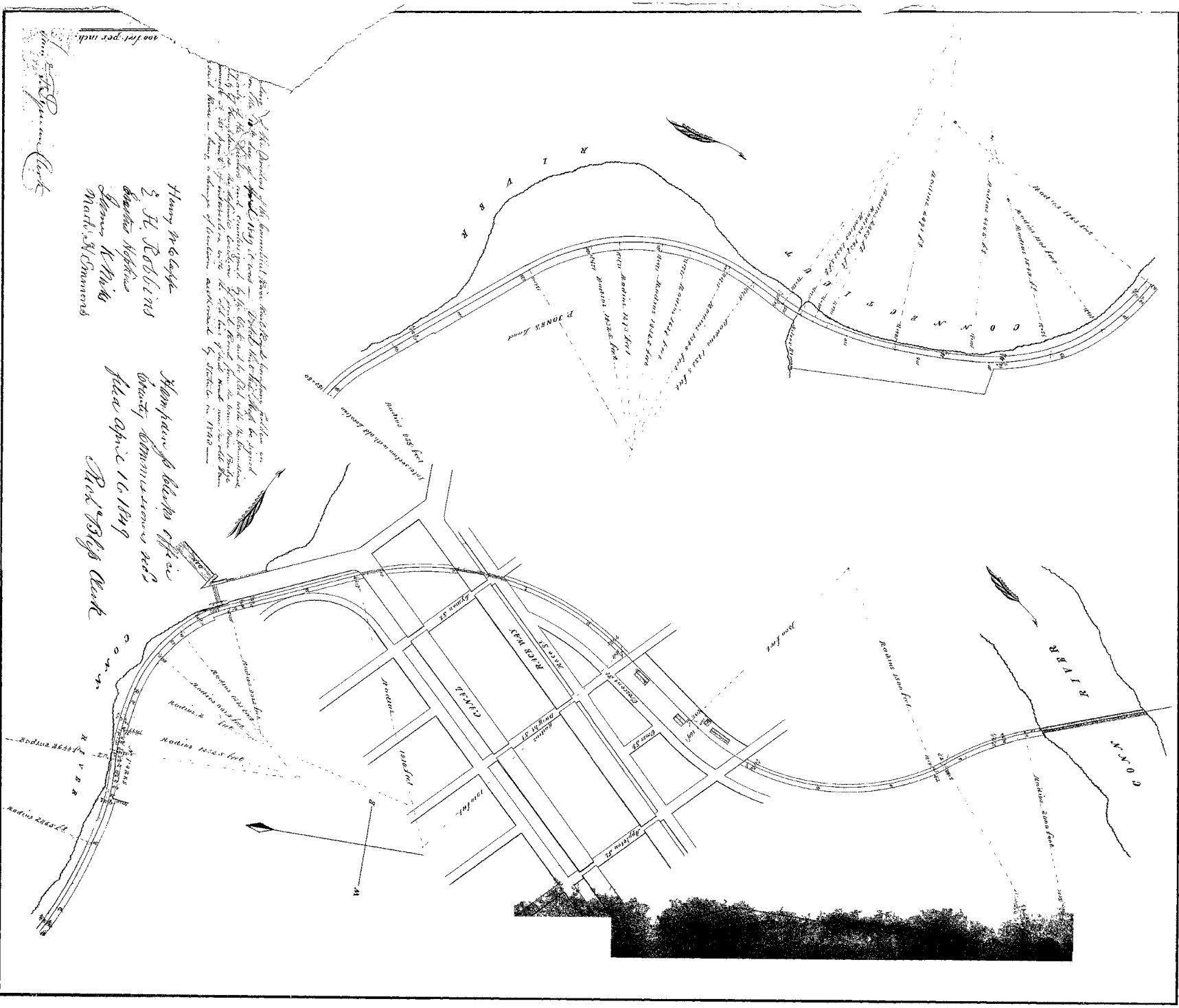
Connecticut River

Race Way

Canal

Dam







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

10/3/1866

10

2

### ***Towns located on Plan***

Holyoke

### ***Roads located on Plan***

Canal St

Summer St

Bridge St

Park St

Main St

Race St

Front St

Jackson St

Adams St

East St

Sargeant St

Hamilton St

Cabot St

Center St

Appleton St

Dwight St

### ***Abutter Names located on Plan***

Oleary, Patrick

Holyoke Water Power  
Co

### ***Stations***

### ***Landmarks located on Plan***

Connecticut River

Canal Third Level

Canal Second Level

Canal First Level

Conn River RR

Railroad Station Grounds



At a meeting of the Directors of the Connecticut River Railroad Company held at Springfield, June 19th, 1866, it was

Ordered, that this map be signed by a majority of the directors, countersigned by the clerk and filed with the County Commissioners of the County of Hampden as the definite location of the Branch line of the said road in Hampden, authorized by

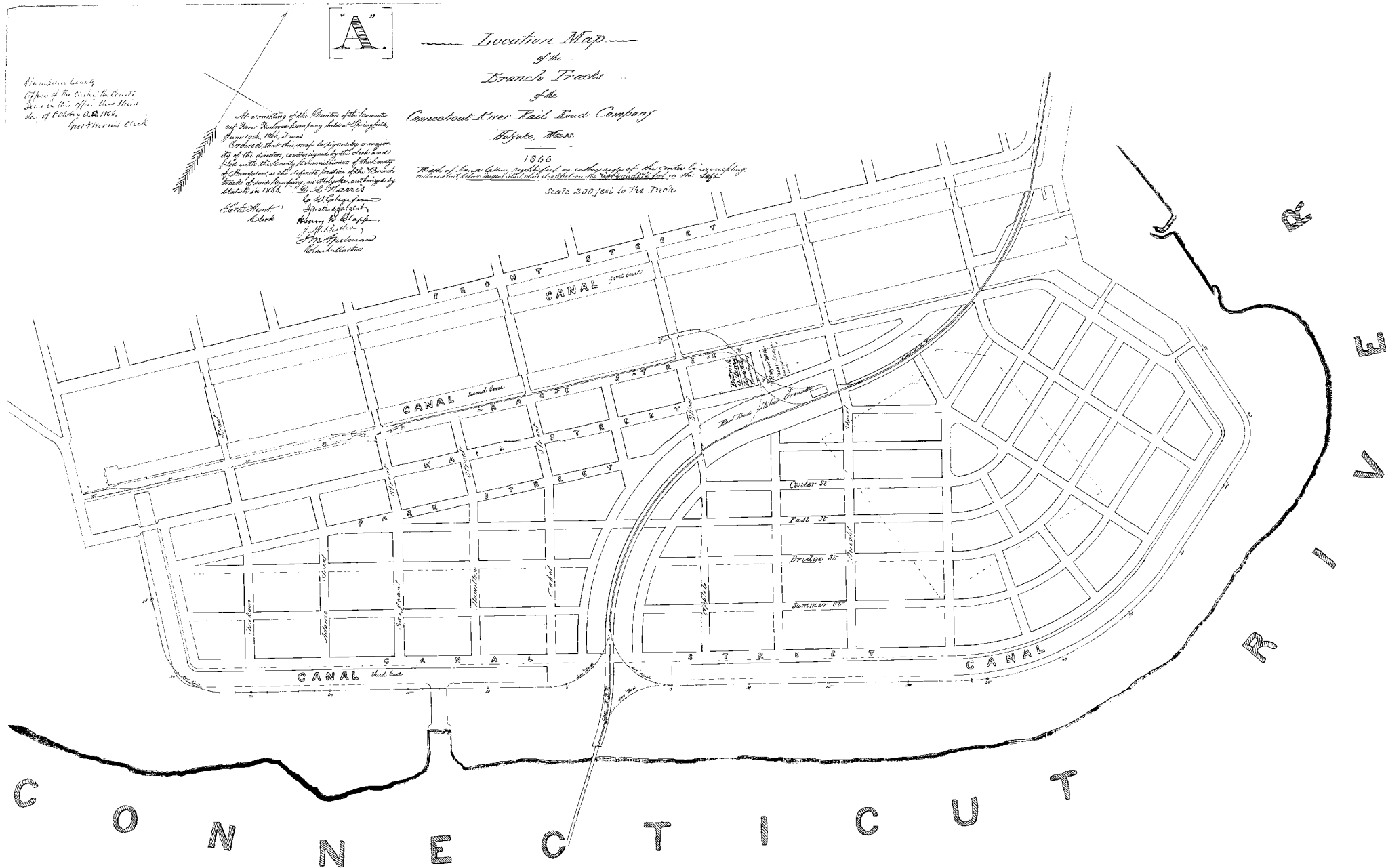
tracks of said Company in Missouri, entering  
 State in 1866. *D. L. Harris*  
*Scott Hunt,* *Chas. W. Chapman*  
*Clark* *John C. Hunt*  
*Henry W. Chapman*  
*J. M. Harrison*  
*J. M. Harrison*  
*Wm. Harrison*

Location Map  
of the  
Branch Tracks  
of the  
Connecticut River Rail Road Company  
Hofe, Mass.

1866

Width of sand bottom, eight feet on either side of the center is excepting  
a narrow belt below segment shell where it is 8 ft. on the right and 12 ft. on the left.

Scale 200 feet to the Inch





## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Connecticut River Railroad Co

### **Date Recorded**

2/18/1884

### **Shelf**

10

### **Page**

3

### **Towns located on Plan**

Holyoke

### **Roads located on Plan**

Bowers St

Main St

Race St

Mosher St

Canal St

Ely St

Lyman St

### **Abutter Names located on Plan**

Holyoke Water Power Cp

Conn River RR Co

2nd Babtist Church

Merrick Thread Co

### **Landmarks located on Plan**

Plan Showing Land Taken By

Conn River RR Co Of

Merrick Thread Co For Station

& Depot Purposes

HWP Co Office

### **Stations**

At a meeting of the Board of Directors of Connecticut River Railroad Company duly ordered, notified and held at Springfield on the 28th of October 1883, the Engineer submitted this map of the location of the land taken of the Merrick Thread Company for station and depot purposes in the City of Holyoke - bounded on North by Lyman Street and on the South by the land of the Connecticut River Railroad Company - Whereupon it was ordered that said map be signed by a majority of the directors and countersigned by the Clerk and the same be filed with the County Commissioners of the County of Hampden as the location of said tract of land.

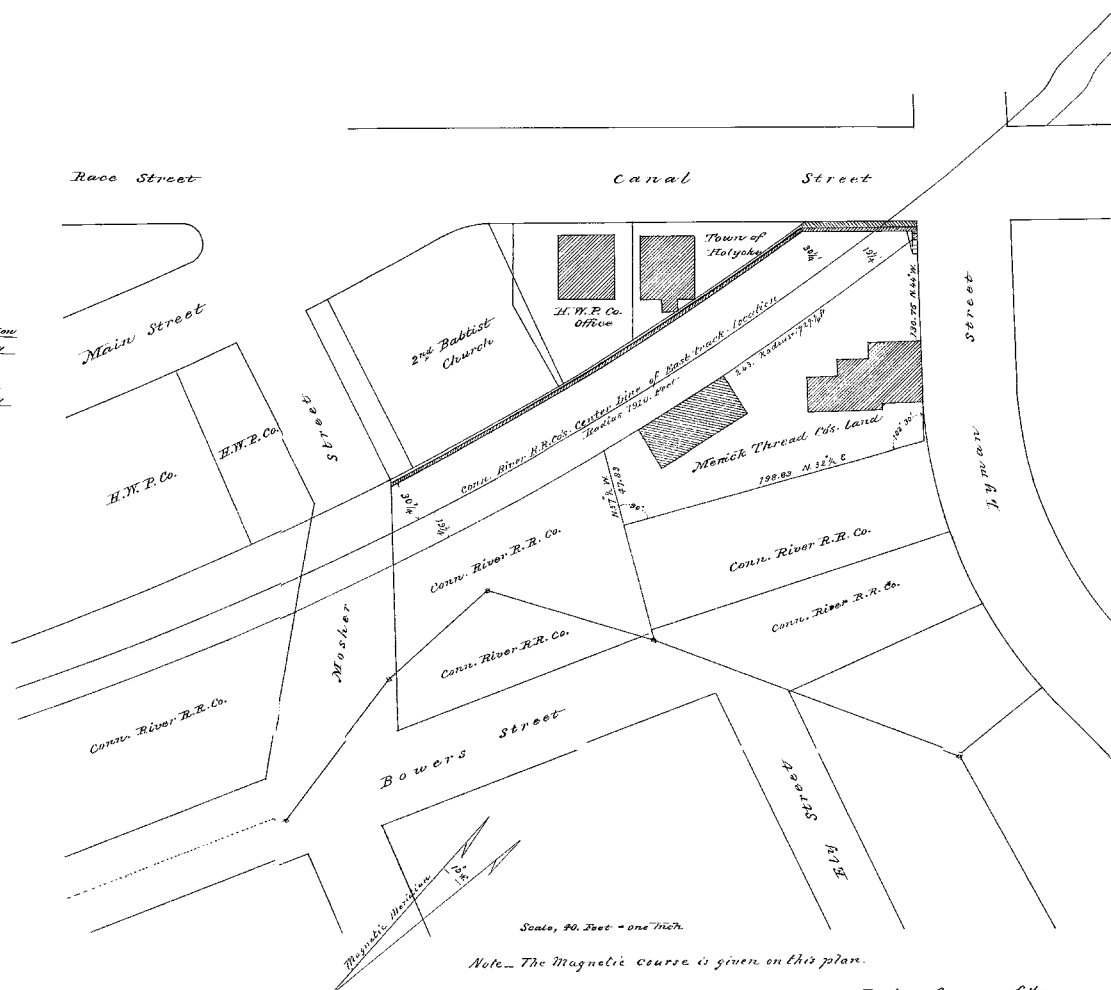
L. A. Linnard  
W. B. Harris  
Oscar Edwards.  
A. J. Perkins.  
A. B. Harris  
Wm. Whiting.  
Frederick B. Leings

I, Robert O. Morris, Clerk of the Courts for Hampden County, do certify, that upon the petition of the Connecticut River Rail Road Company to take land for Depot purposes of the Merrick Thread Company in Holyoke, the County Commissioners having caused due notice to be given to the said Respondents, when and where they would meet the parties interested, met at the Court House in Springfield, on Tuesday, the fourteenth day of August 1883, when it appearing that the said Rail Road Company required said land for depot or station purposes, after due consideration, said Commissioners, that the prayer of the petition be granted and prescribed the limits within which the same might be taken without the owners permission as follows viz - bounded westerly by Lyman Street; easterly, southerly and westerly by land of the said Connecticut River Rail Road Company.  
Springfield, Jan. 22. 1884

Robert O. Morris Clerk.

Boston Feb. 11, 1884  
I hereby certify that this map of location of land taken by the Connecticut River Railroad Company is prepared in conformity with the Rules prescribed by the Board of Railroad Commissioners under the provisions of section 93 of Chapter 112 Public Statutes.  
Wm. H. Croft  
Clerk R.R. Co.

Hampden, ss.  
Office of the Clerk of the  
County Commissioners. Received and  
filed Feb. 18<sup>th</sup> 1884  
Robert O. Morris Clerk



Plan showing land taken by the Connecticut River Railroad Company, of the Merrick Thread Company, for Station and Depot purposes in the City of Holyoke Mass.

Description of Merrick Thread Company's Land viz.  
Beginning at the point of intersection of the South line of Lyman Street with the East line of location of the Connecticut River Railroad; thence running South 46° East on the South line of Lyman Street 130.75 feet; thence South 32½° West by land of the Conn. R.R. 198.83 feet to land of the Conn. R.R. Co.; thence North 57½° West 47.83 feet to the East line of location of the Conn. R.R. thence by said East line on a curve to the East of 1927½ feet radius, 343 feet to point of beginning.  
Wm B. Harris Chief Eng. Conn. R.R. Co.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***

12/31/1884

### ***Sheet***

10A

### ***Page***

1

### ***Towns located on Plan***

Holyoke

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Cover Page



LOCATION MAPS  
OF THE  
BRANCH TRACKS  
OF THE  
CONNECTICUT RIVER R. R.  
AT  
HOLYOKE  
1884





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

10/4/1884   10A   2

### ***Towns located on Plan***

Holyoke

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page



Location of a branch track of the  
Connecticut River Railroad Company  
in the City of Holyoke, County of  
Hampden, Mass.

Beginning at a stone found set at the point of intersection of the south-  
east line of lot number one (1), conveyed by the Holyoke Water Power Com-  
pany to the Minerva Paper Company, by an Indenture dated July 1<sup>st</sup> A.D.  
1880 with a line ten (10) feet easterly of and parallel with the projected  
easterly water line of the Second Level Canal (said point being in a  
curve of two thousand twenty (2020) feet radius, deflecting to the West)  
Thence southerly on said curve and parallel with and ten (10) feet east-  
erly of said projected water line of said canal, one thousand, six hun-  
dred seven, and sixty four one hundredths (1607.64) feet, to a stone found  
at the tangent point. Thence running true bearing South 49° 50'  
West on said tangent and parallel with and ten (10) feet easterly of said  
projected water line of said canal, one thousand, six hundred, and  
twenty eight one hundredths (1600.28) feet to a stone found, situated at  
the point of beginning of a curve of four hundred (400) feet radius, deflect-  
ing to the right and westerly. Thence on said curve three hundred nine  
teen, and twelve one hundredths (319.12) feet to a stone found.  
Thence on said curve two hundred fifty eight (258) feet, to the East  
line of Connecticut River Railroad location. Thence southerly to  
said line one hundred twenty (120) feet. Thence Easterly on a  
curve of four hundred thirty six (436) feet radius, deflecting to  
the left four hundred thirty six (436) feet to a point in a line parallel with  
and forty six (46) feet easterly from said projected water line of said  
canal. Thence running true bearing North 49° 50' East parallel with  
and forty six (46) feet easterly from said projected water line of said canal  
three thousand two hundred thirty six and sixty seven one hundredths  
(3236.67) feet to land of said Minerva Paper Company. Thence west-  
erly along said Minerva Paper Company's land thirty six (36) feet to  
the place of beginning.

Wm. B. Harris Chief Engineer Connecticut River Railroad Co.

Hampden S.S.

Boston, Sept. 6, 1884.

I hereby certify

At a meeting of the board of directors of the  
Connecticut River Railroad Company, duly order-  
ed, notified and held at Springfield October  
14<sup>th</sup> 1884, the Engineer submitted three maps of  
the location of a branch track in the  
city of Holyoke Mass. whereupon it is ordered  
that said map be signed by a majority of  
the directors and countersigned by the clerk  
and the same be filed with the County  
Commissioners of the County of Hampden, as  
the location of said branch track.

A. A. Howard

Osceola Edwards

W. B. Harris

A. B. Harris

H. H. Harris

C. S. Sargent

By direction of the board of Railroad Commis-  
sioners, I certify that the record of location herein  
contains appears to be sufficient and in conform-  
ity to law, and that it is prepared in conform-  
ity with the rules established by the board

Boston, Sept. 6, 1884.

Matthews  
Ch. B. R. Com.

Office of the clerk of the County  
Commissioners Received and filed October 4<sup>th</sup> 1884

Robert O. Morris  
Clerk



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

10/4/1884   10A   3

### ***Towns located on Plan***

Holyoke

### ***Roads located on Plan***

Passage Way

Appleton St

### ***Abutter Names located on Plan***

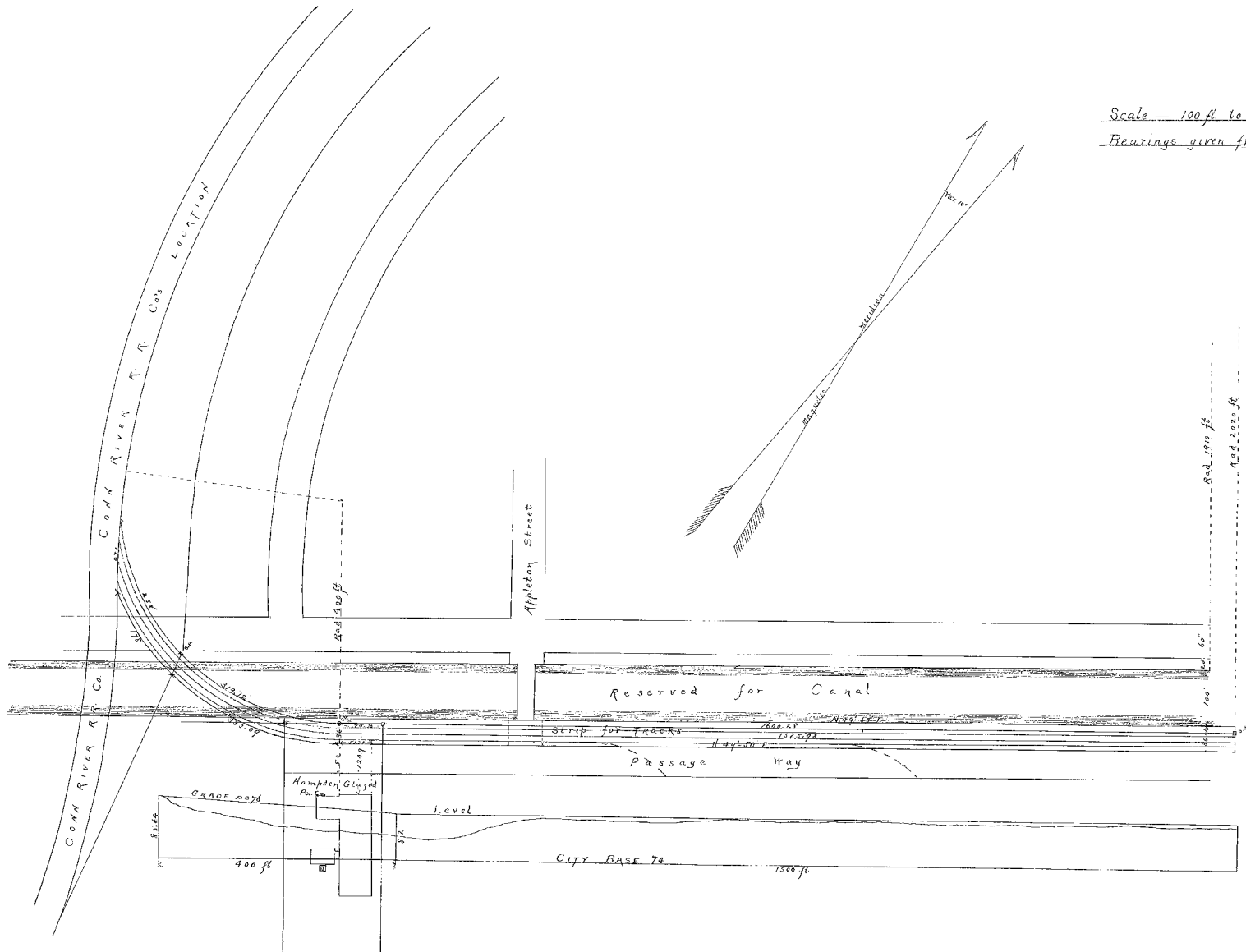
Conn River RR Co

### ***Stations***

### ***Landmarks located on Plan***

Hampden Glazed Pa Co





Scale — 100 ft to the inch  
 Bearings given from true North



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

10/4/1884

10A

4

### ***Towns located on Plan***

Holyoke

### ***Roads located on Plan***

Passage Way

Canal St

Mosher St

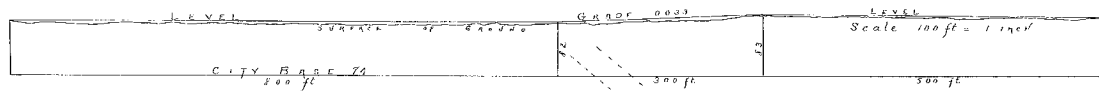
### ***Abutter Names located on Plan***

### ***Stations***

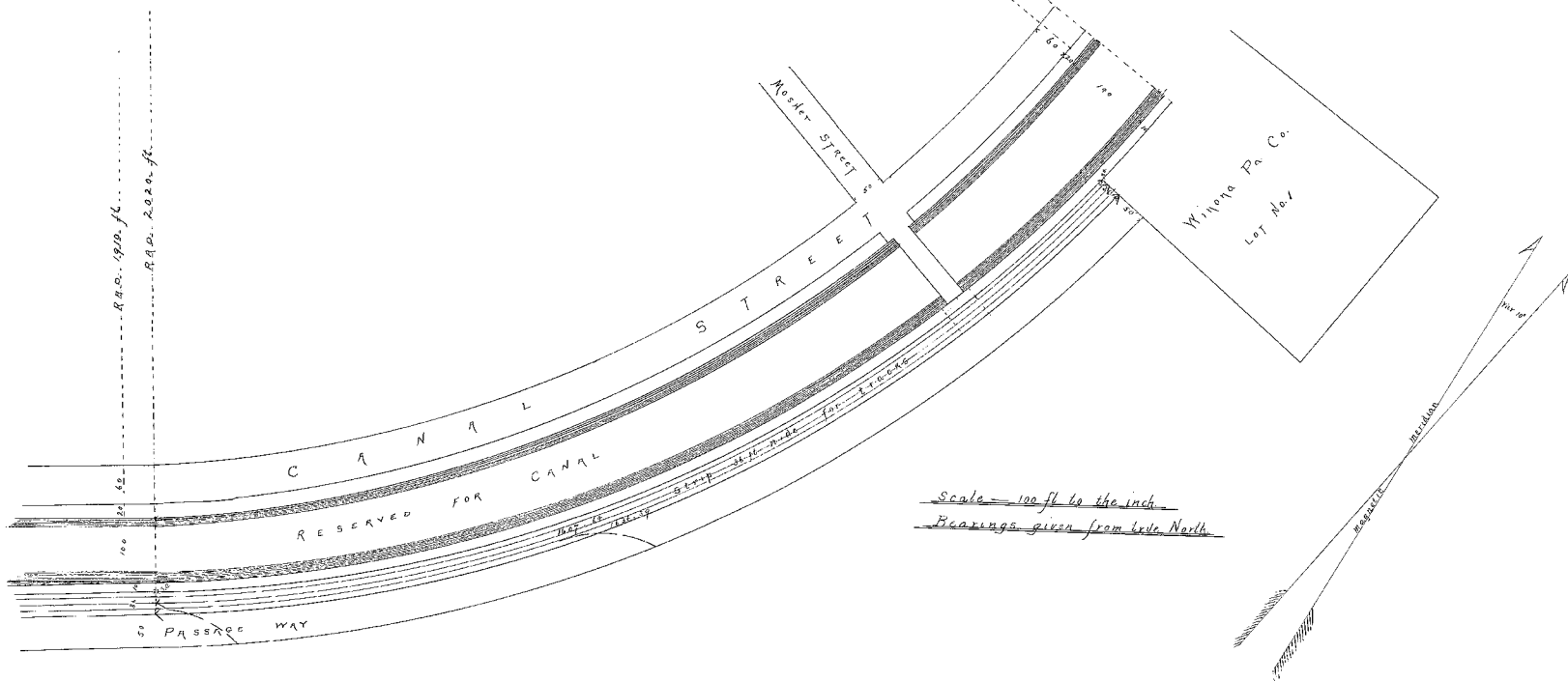
### ***Landmarks located on Plan***

Winona PA Co





PROFILE OF ABOVE TRACKS-- SCALE HORIZONTAL 100 ft VERTICAL 10 ft = 1 inch





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***

10/4/1884

### ***Sheet***

10A

### ***Page***

5

### ***Towns located on Plan***

Holyoke

### ***Roads located on Plan***

Nonotuck St

Lyman St

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Second Level Canal

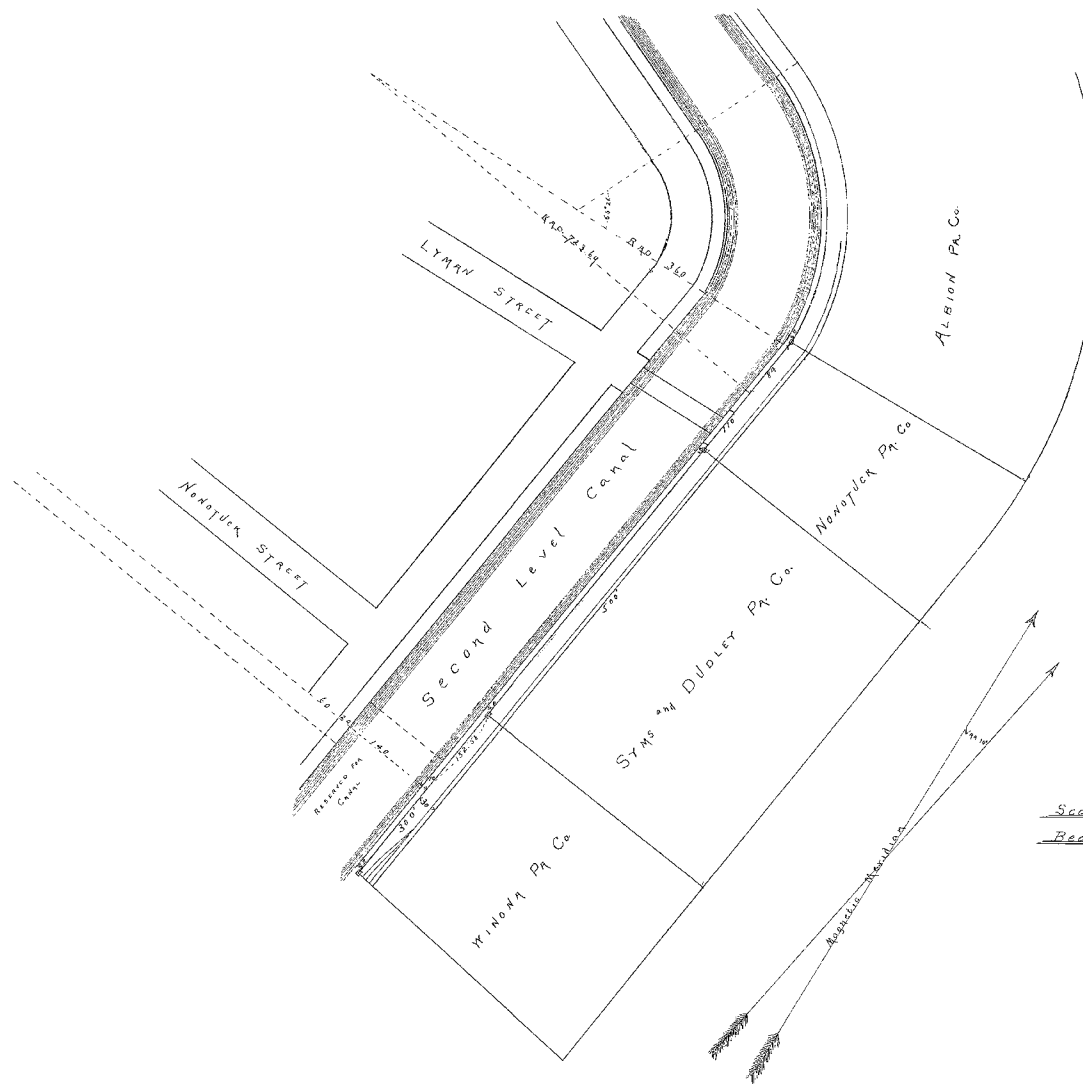
Winona PA Co

Syms & Dudley Pa Co

Nonotuck Pa Co

Albion Pa Co





Scale - 100 ft to the inch  
Bearings given from true North





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***

10/4/1884

### ***Sheet***

10A

### ***Page***

6

### ***Towns located on Plan***

Holyoke

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page



Location of a branch track of  
the Connecticut River Railroad Co.  
in the City of Holyoke, County of  
Hampden, Mass.

Beginning at a point on the West line of Cabot Street eight (8) feet South  
of the North line of Race Street. Thence running westerly, across the  
Second level canal on a curve of four hundred one (401) feet rad-  
ius deflecting to the North two hundred forty three (243) feet. Thence  
on a curve of four hundred one (401) feet radius deflecting to the  
South two hundred forty eight (248) feet to a point ten feet Northw-  
est of the face of the North wall of the Second Level Canal. Thence  
running South 80° 30' West parallel with and ten (10) feet from said wall  
four hundred seventy nine (479) feet to the East line of Largeton  
Street. Thence beginning at the East end of the last mentioned  
straight line at Station (500) and running North 80° 00' East paral-  
lel with and ten (10) feet from the face of the North wall of said  
Second Level Canal, nine hundred eighty four (984)  
feet to the West side of Appleton Street.

The above described line is the centre line and the width  
taken on each side is ten (10) feet. The true bearings are  
given on the plan.

Wm. B. Harris Chief Engineer, Connecticut River R. R.

Hampden, ss.

Office of the Clerk of the  
County Commissioners, Received and filed  
October 1<sup>st</sup> 1884

Robert O. Morris Clerk

At a meeting of the Board of directors of  
the Connecticut River Railroad Company  
held and ordered, notified and held at Springfield  
October 24<sup>th</sup> 1883, the Engineer hath  
submitted this map of the location of a branch  
track in the City of Holyoke, Mass.  
Thereupon it is ordered that said map be  
signed by a majority of the directors, and  
countersigned by the Clerk, and the same be filed  
with the County Commissioners of the County of Hamp-  
den as the location of said branch track.

H. A. Sumner

Oscar Edwards

W. B. Harris

A. B. Harris

M. H. Taylor

C. S. Sargent

By direction of the Board of Railroad Com-  
missioners, I certify that the record of Location  
herein contained appears to be sufficient and in  
conformity to law, and that it is approved in  
conformity with the rules established by the Board.

Boston, Sept 16, 1884.

M. H. Taylor  
Clerk RR Com.



## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Connecticut River Railroad Co

### *Date Recorded*   *Sheet*   *Page*

10/4/1884   10A   7

### *Towns located on Plan*

Holyoke

### *Roads located on Plan*

Sargeant St

Race St

Main St

Chabot St

Appleton St

### *Abutter Names located on Plan*

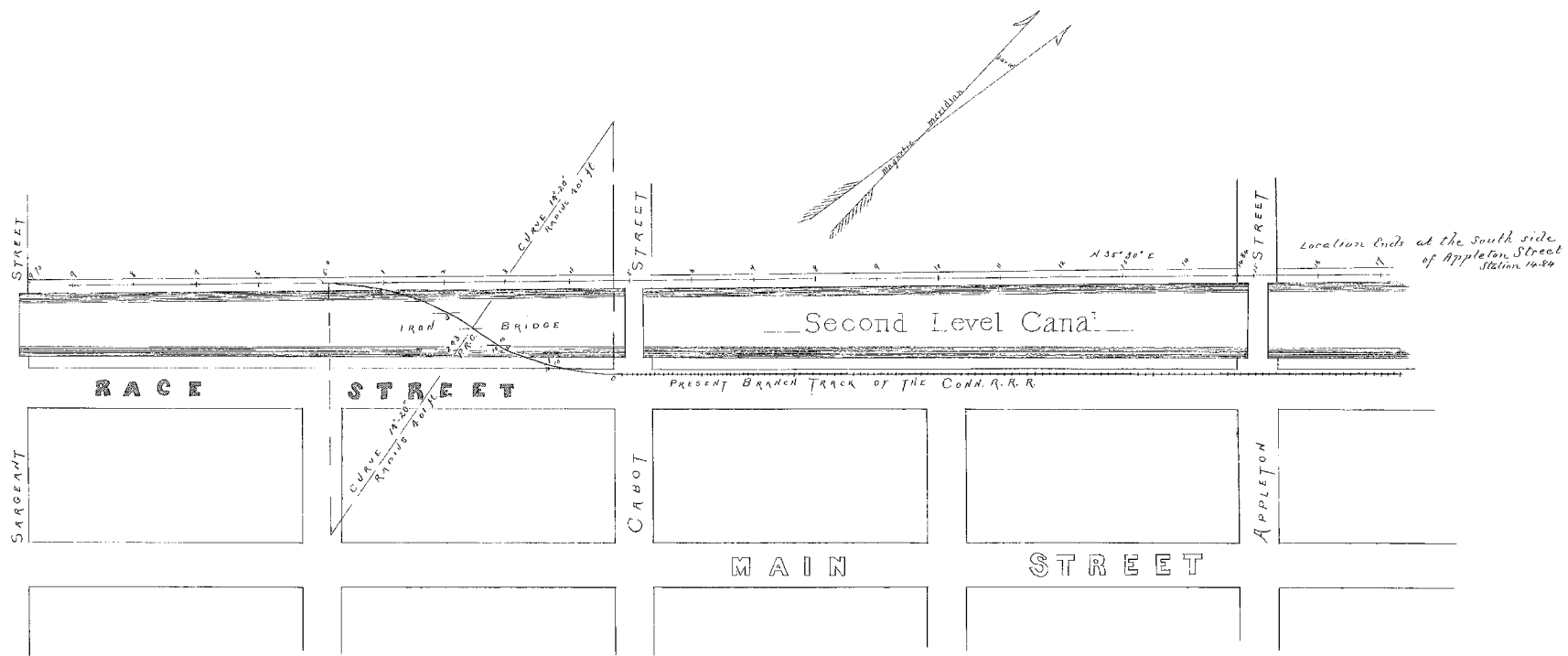
### *Stations*

### *Landmarks located on Plan*

Second Level Canal

Iron Bridge





Scale -- 100 ft to the inch  
Bearings given from true North



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

10/4/1884   10A   8

### ***Towns located on Plan***

Holyoke

### ***Roads located on Plan***

Appleton St

Race St

Dwight St

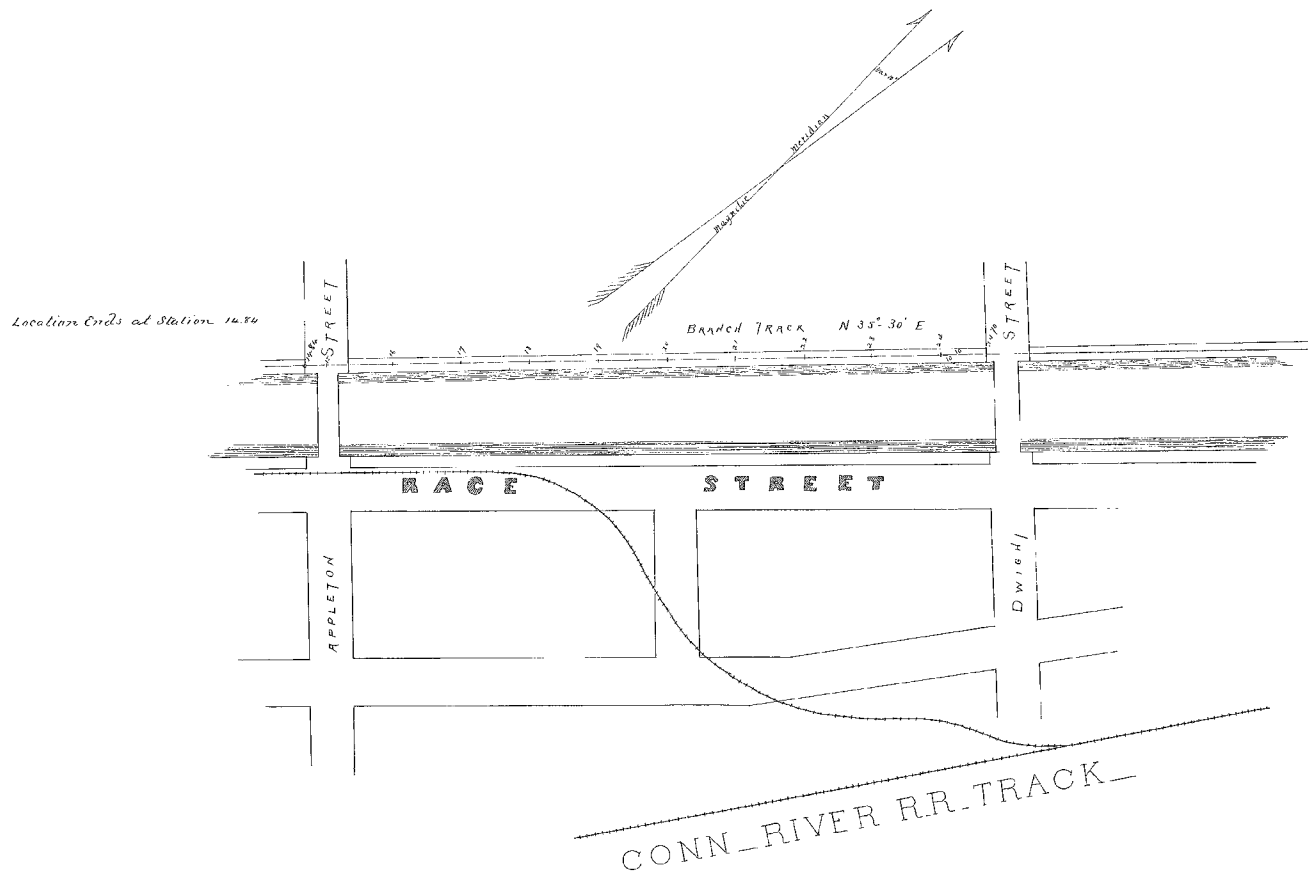
### ***Abutter Names located on Plan***

Conn River RR Track

### ***Stations***

### ***Landmarks located on Plan***





Scale—100 ft to the inch  
Bearings given from the North



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Conn River Railroad(Branck Track)

### ***Date Recorded***

2/4/1889

### ***Sheet***

11

### ***Page***

1

### ***Towns located on Plan***

Holyoke

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page



LOCATION OF A BRANCH TRACK OF THE  
CONNECTICUT RIVER RAILROAD COMPANY  
IN THE CITY OF HOLYOKE COUNTY OF  
HAMPDEN, MASS.

*Beginning at a point in the easterly line of Sargent Street 12 1/2 feet northerly of the  
face of the South wall of the second level Canal, and after end of the Connecticut  
River River Railroad Company's present branch track location, Thence running 128° 30' W  
parallel with and 12 1/2 feet from the westerly water line of said second level Canal  
64 1/2 feet.*

*The above described line is the centre line and the width taken on each side  
is 12 1/2 feet on the South side and 25 feet on the North side.*

*The true bearing is given.*

Wm B Harris C.E.

**LOCATION  
— OF A —  
BRANCH TRACK  
— OF THE —  
CONNECTICUT RIVER R.R.  
— AT —  
HOLYOKE**

*At a meeting of the Board of Directors of the Connecticut  
River Railroad Company, duly ordered, notified and held  
at Springfield May 13, 1889, the Engineer submitted this  
map of the location of a branch track in the city of  
Holyoke Mass. Whereupon it is ordered, that said  
map be signed by a majority of the Directors, and  
countersigned by the Clerk, and the same be filed with  
the State Commissioners of Hampden as the location  
of said branch track:-*

*H. C. Leland  
J. J. Perkins  
Dea. Edwards  
T. A. Harris*

*Wm D. Bone  
L. J. Sargent*

*Attest: John Hunt,  
Clerk*

Commonwealth of Massachusetts,  
Hampden, ss.

Clerk's Office of the County Commissioners  
Filed Feb 4th, 1889.

Attest:

*Robert O Morris Clerk*

*Boston, January 28, 1889.*

*I certify that this record of location is  
prepared in conformity to the Rules prescribed  
by the Board of Railroad Commissioners under  
the provisions of Act 93, Chap. 112. Public Statute.*

*Wm. H. Crafts,  
Clerk R.R. Com.*





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Conn River Railroad(Branck Track)

### ***Date Recorded***

2/4/1889

### ***Sheet***

11

### ***Page***

2

### ***Towns located on Plan***

Holyoke

### ***Roads located on Plan***

Race St

South St

Jackson St

Sargeant St

### ***Abutter Names located on Plan***

Holyoke Waer Power Co

### ***Stations***

### ***Landmarks located on Plan***

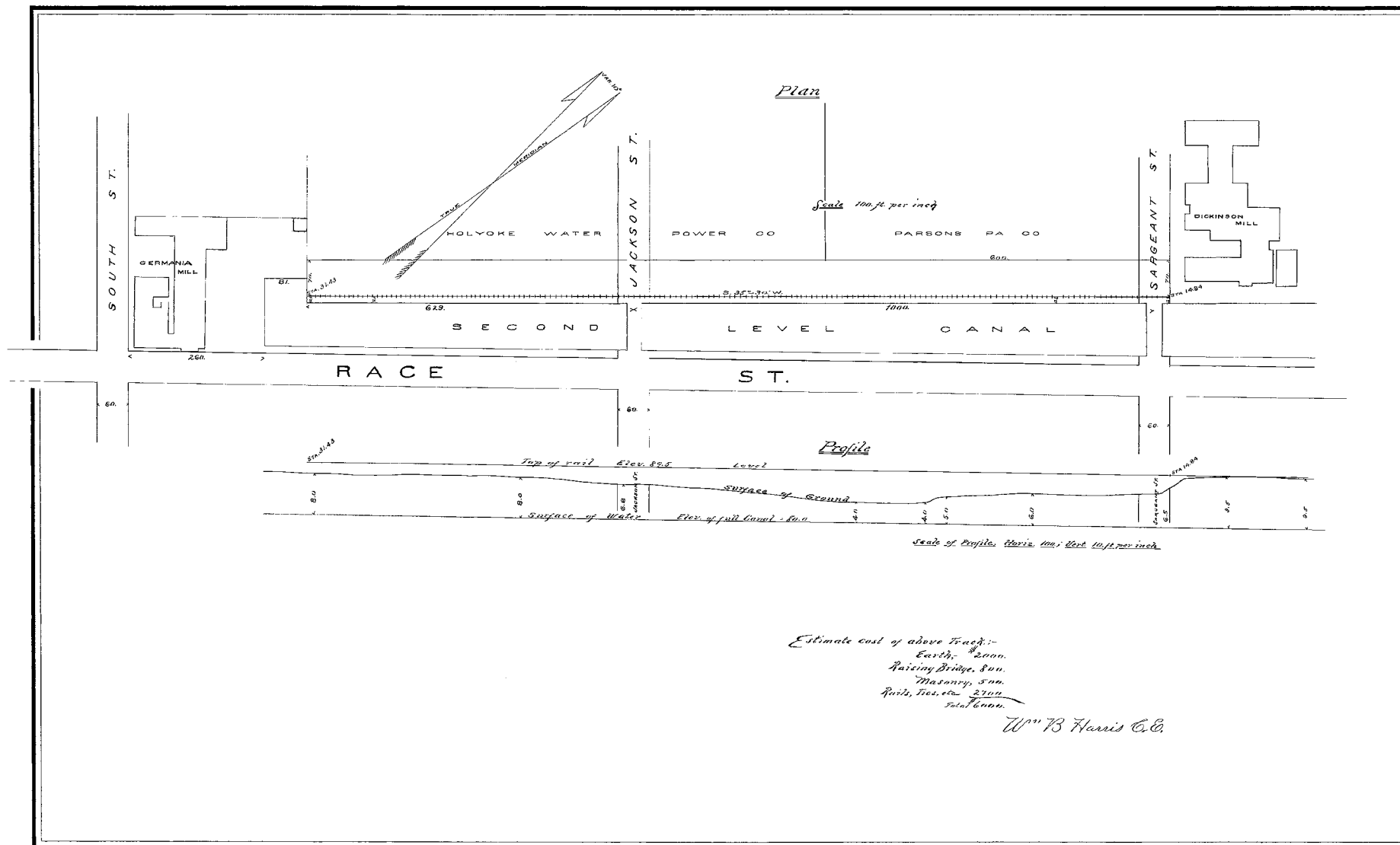
Germania Mill

Second Level Canal

Parsons Paper Co

Dickinson Mill







## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Conn River Railroad(Branck Track)

### *Date Recorded*

5/26/1890

### *Sheet*

11

### *Page*

3

### *Towns located on Plan*

Holyoke

### *Roads located on Plan*

### *Abutter Names located on Plan*

### *Stations*

### *Landmarks located on Plan*

Description Page



LOCATION OF A BRANCH TRACK OF THE CONNECTICUT RIVER  
RAILROAD IN THE CITY OF HOLYOKE COUNTY OF HAMPDEN  
MASS.:—

BEGINNING AT A STONE BOUND 24 FEET EAST OF STATION 1148  
OF THE CENTRE LINE OF LOCATION OF THE CONNECTICUT RIVER RAILROAD, MEAS-  
URED AT RIGHT ANGLES THEREWITH, THENCE RUNNING IN AN EASTERLY DIREC-  
TION ON A CURVED LINE TO THE LEFT WITH A RADIUS OF 450 FEET, 410.26 FEET  
TO A STONE BOUND, THENCE ON TANGENT PARALLEL WITH AND 218 FEET  
FROM THE NORTHERLY LINE OF CRINAL STREET 1442 FEET TO A STONE BOUND;  
THIS TANGENT BEARING N. 46° 56' E. TRUE MERIDIAN.

THE ABOVE DESCRIBED LINE IS THE CENTRE LINE, AND THE WIDTH  
TAKEN ON EACH SIDE IS 18 FEET.

— Location —  
— OF A —  
BRANCH TRACK  
— OF THE —  
Connecticut River R.R.  
— at —  
HOLYOKE

— At a meeting of the Board of Directors of the Connecticut  
River Railroad Company, duly ordered, notified and held  
at Springfield, March 12, 1890, the Engineer submitted this  
map of the location of a branch track in the City of  
Holyoke, Mass.:— Whereupon it is ordered that said map  
be signed by a majority of the Directors, and countersigned  
by the Clerk, and the same be filed with the County Commis-  
sioners of Hampden, as the location of said branch track.—

*Wm. Edwards*  
*Wm. White*  
*Edw. Bailey*  
*Edw. Bailey*

*Edw. Bailey*

*Edw. Bailey*  
Clerk.

Hampden, ss.

Office of the Clerk of the County  
Commissioners.  
Received and filed May  
26<sup>th</sup> 1890.

Robert O. Morris Clerk.

Boston, May 24, 1890.

I certify that this record of location is prepared  
in conformity with the rules prescribed by the Board of  
Railroad Commissioners under the provisions of act 93  
Chap. 112, Public Statutes.

*Mr. Morris*  
Ch. R. Co.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Conn River Railroad(Branck Track)

### ***Date Recorded***

5/26/1890

### ***Sheet***

11

### ***Page***

4

### ***Towns located on Plan***

Holyoke

### ***Roads located on Plan***

Summer St

Bridge St

East St

Canal St

Crescent St

Winter St

Appleton St

### ***Abutter Names located on Plan***

***Stations*** 0-1915.26

### ***Landmarks located on Plan***

Canal(Reserved for Canal)







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***

5/7/1896

### ***Sheet***

12

### ***Page***

1

***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

***Stations***

***Landmarks located on Plan***

Signature Page



# THE CONNECTICUT RIVER RAILROAD COMPANY

*pursuant to Chapter 356 of the Acts and Resolves passed by the General Court of the Commonwealth of Massachusetts in the year 1895 and to any and all other acts in amendment thereof or hereunto enabling, hereby files its location of certain*

## LANDS WITHIN THE COUNTY OF HAMPDEN

*purchased or acquired by it for railroad purposes. Said lands lie in various towns or cities in the said County and are shown upon the following folios numbered 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18<sup>th</sup> 19, inclusive, and are each severally described and fully set out in the said folios, which are made a part hereof and fully incorporated herein. This is the first of a series of books of*

### — LOCATIONS —

*filed in the said County of Hampden for the purposes hereinbefore set out. IN WITNESS WHEREOF the said*  
— Connecticut River Railroad Company —  
*has caused these presents to be executed by its Board of Directors this twenty-ninth day of April, 1896.*

Hampden, ss.

*I certify that the within map was  
filed in the office of the County Commis-  
sioners for said County, on the seventh  
day of May, 1896.*

Robert O. Morris  
Clerk of the County Commrs

*John M. Morgan, Charles Edwards,*  
*Wm. H. Hall, Edmund Kendrick,*  
*Wm. H. Hall, Seth W. Richards,*  
*Samuel W. Richards,*  
*Joseph H. Furman*  
DIRECTORS OF THE CONNECTICUT RIVER R.R. COMPANY

*Boston, May 6, 1896.*  
*I certify that this record of locations is  
prepared in conformity with the Rules prescribed  
by the Board of R.R. Commissioners under the pro-  
visions of act. 93, chap. 112, R.R.*

Wm. A. Crocker  
Clerk of R.R. Commrs.

— E.D. SMITH, 1895.  
— 1896.

When Filing On State





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

5/7/1896

12

2

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

Cypress St

Fulton St

Emery St

Clinton St

### ***Abutter Names located on Plan***

B & A RR

### ***Stations***

### ***Landmarks located on Plan***

Description Page

Parcels 1-14

Connecticut River



Southern certain parcels of land in Springfield, in the County of Hampden, bounded and described as follows:

Parcel I to IX inclusive. Beginning at the location of the Connecticut River Railroad at Fulton St., thence running N. 39° 30' W. by Fulton St., six hundred eleven and sixty-seven hundredths (611.67) feet, thence turning and running S. 53° 44' W. eight (8) feet, thence turning and running N. 39° 30' W. by Fulton St., three hundred twenty-eight and eighty-two hundredths (328.82) feet to Clinton St., thence turning and running Westerly by Clinton St., in two lots one hundred seven and twenty-five hundredths (107.25) feet to Connecticut River Railroad location, thence turning and running Southerly in two lots Northeasterly and Southeasterly again by several courses by said location to the point of beginning.

Parcel X and XI, bounded and described as follows: Beginning on Fulton St., at the location of the Connecticut River Railroad, thence running S. 39° 30' E. by Fulton St., twenty-three and seventy-five hundredths (23.75) feet, to land of Boston and Albany Railroad, thence turning and running S. 53° 02' W. seventy-one and forty-eight hundredths (71.48) feet, thence turning and running S. 36° 38' 15" E. one hundred twenty-three and twenty-three hundredths (123.23) feet, thence turning and running S. 50° 50' 15" W. seventy-six and five tenths (76.5) feet, thence turning and running S. 54° 48' E. thirty-three (33) feet, thence turning and running S. 35° 51' W. twenty-five (25) feet, thence turning and running N. 62° 54' 45" W. two hundred sixty-three and five tenths (263.5) feet, thence turning and running S. 53° 02' W. one hundred ninety-one and thirty-five hundredths (191.35) feet to the Connecticut River, the above described lines are bounded by land of the Boston and Albany Railroad, thence turning and running N. 53° 37' 30" W. by the Connecticut River, twenty-four and seventy-seven hundredths (24.77) feet to other land of the Connecticut River Railroad, thence turning and running N. 53° 02' E. by land of said Railroad and by location of the same, three hundred eighty and ninety-seven hundredths (380.97) feet to the point of beginning.

Parcel XII, XIII and XIV bounded and described as follows: Beginning at the location of the Connecticut River Railroad at Clinton St., thence running Southerly in four courses about four hundred thirty-eight (438) feet by Clinton St., to the Connecticut River, thence turning and running Southerly by said River

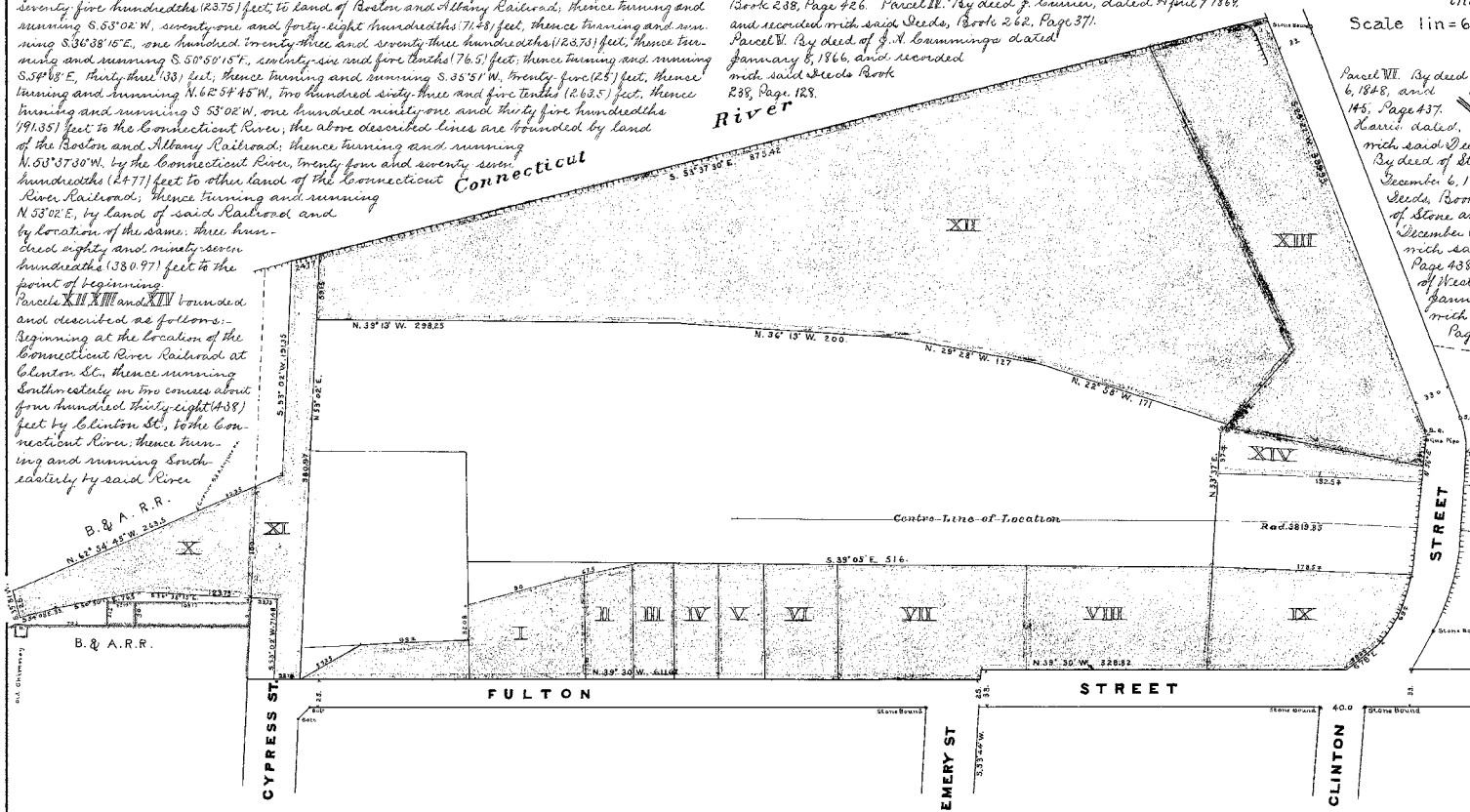
eight hundred seventy-five and forty-two hundredths (875.42) feet to other land of the Connecticut River Railroad hereinafter described, thence turning and running N. 53° 02' E. by other land of said Railroad, fifty-nine and fifteen hundredths (59.15) feet to location of said Railroad, thence turning and running by said location Northeasterly in four courses, Southeasterly, Northeasterly and Northeasterly again to the point of beginning. Said premises are shown in green on the accompanying plan, which is made a part hereof, and were conveyed to the Connecticut River Railroad in fourteen parcels as set out and numbered in red on said plan as follows:

Parcel I. By deed of C. H. Kimball, dated June 20, 1866, and recorded with Hampden County Deeds, Book 242, Page 221. Parcel II. By deed of W. Byrne, dated March 13, 1866, and recorded with said Deeds, Book 237, Page 152. Parcel III. By deed of Green Corner, dated February 23, 1866, and recorded with said Deeds, Book 238, Page 426. Parcel IV. By deed of J. L. Gammings dated January 6, 1866, and recorded with said Deeds, Book 262, Page 371. Parcel V. By deed of J. L. Gammings dated January 6, 1866, and recorded with said Deeds, Book 238, Page 129.

Location  
Plan of Land in  
**Springfield**  
Purchased or Acquired  
by the  
**Connecticut River Railroad Company**  
for Railroad Purposes  
Filed Pursuant to Chapter 356 of  
the Acts of 1895  
Scale 1 in = 60 ft. January 1896

Parcel VII. By deed of Stone and Harris dated December 6, 1848, and recorded with said Deeds, Book 145, Page 437. Parcel VIII. By deed of Stone and Harris dated December 6, 1848, and recorded with said Deeds, Book 145, Page 436. Parcel IX. By deed of Stone and Harris dated December 6, 1848, and recorded with said Deeds, Book 145, Page 435. Parcel X. By deed of Western Railroad dated January 17, 1859, and recorded with said Deeds, Book 197, Page 494. Parcel XI. By deed of Trustees of School Fund dated December 13, 1864, and recorded with said Deeds, Book 226, Page 274. Parcel XII. By deed of Stone and Harris dated June 23, 1855, and recorded with said Deeds, Book 197, Page 45. Parcel XIII. By deed of Agricultural Society dated January 4, 1864, and recorded with said Deeds, Book 223, Page 459. Parcel XIV. By deed of Justice Robbins dated June 25, 1848, and recorded with said Deeds, Book 144, Page 359. To which deeds reference is made for fuller and further description of said premises.

All courses are magnetic





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

5/7/1896   12   3

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

Clinton St

Fulton St

Vine St

Holyoke St

Auburn St

Seventh St

Sargeant St

Bradford St

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page

Pacels 1-13

Hampdem Park Entrance

Hampden Park Association



Thirteen certain parcels of land in Springfield in the county of Hampden, bounded and described as follows:-

Parcels I to XII inclusive, - Beginning at the intersection of Clinton and Fulton Sts; thence running N 39° 30' W. by said Fulton St two hundred fifteen and ninety eight hundredths (215.98) feet; thence turning and running N 35° 50' W. still by Fulton St seven hundred forty six and thirty six hundredths (746.36) feet to the location of the Connecticut River Railroad; thence turning and running southwesterly by said location to Clinton St. aforesaid, thence turning and running easterly by said street on two lines about ninety one and seventy one hundredths (91.71) feet to the point of beginning.

Parcel XIII, - is bounded northwesterly by the location of said Railroad on a curved line; southeasterly by Clinton St. on two lines about forty nine (49) feet; westerly by land of the Hampden County Agricultural Society about one hundred ninety seven (197) feet.

Parcel XIV, - is bounded southwesterly by land of Hampden County Agricultural Society about nine hundred ninety (99) feet, northwesterly by the location of the said Railroad by the various courses and runs thereof.

Said premises are shown in green and numbered in red as Parcels I to XIV inclusive on the accompanying plan which is made a part hereof and was conveyed to the Connecticut River Railroad in various parcels as follows:-

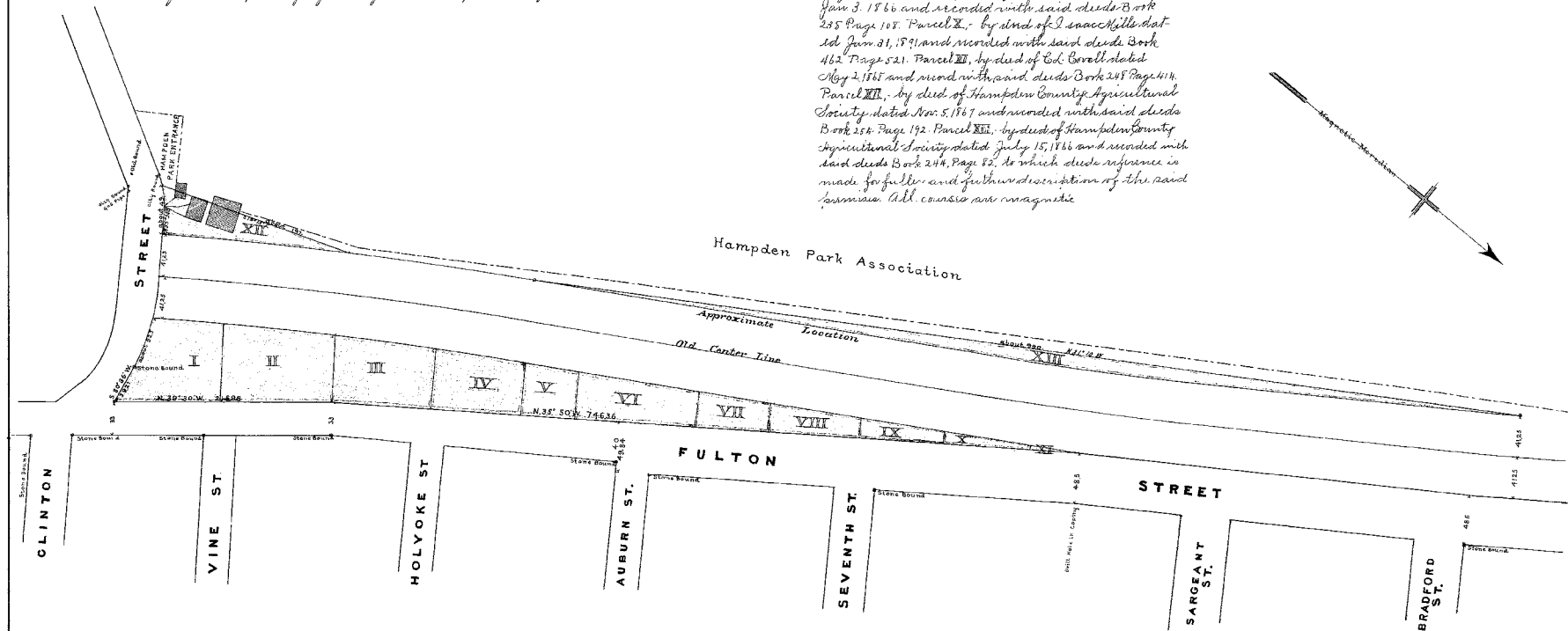
Parcel I, - by deed of J. T. Bond dated May 3, 1864 and recorded with Hampden County Deeds Book 228 Page 52; Parcel II by deed of P. T. Bartlett dated December 8, 1849 and recorded with said deeds Book 164, Page 170; Parcel III & IV by deed of Tom and Hams dated Jan. 17, 1853 and recorded with said deeds Book 168 Page 522 & 523; Parcel V by deed of A. Colton dated Feb. 1, 1866 and recorded with said deeds Book 237, Page 251; Parcel VI by deed of J. C. McIntosh dated Feb. 1, 1865 and recorded with said deeds Book 237, Page 189; Parcel VII by deed of John R. Patch dated March 3, 1866 and recorded with said deeds Book 238 Page 427; Parcel VIII by deed of J. C. McIntosh dated April 14, 1865 and recorded with said deeds Book 237 Page 125; Parcel IX by deed of S. Williams dated Jan. 3, 1866 and recorded with said deeds Book 235 Page 107; Parcel X by deed of Isaac Hill dated Jan. 31, 1891 and recorded with said deeds Book 462 Page 521; Parcel XI by deed of Ed. Everett dated May 2, 1867 and recorded with said deeds Book 248 Page 414; Parcel XII by deed of Hampden County Agricultural Society dated Nov. 5, 1867 and recorded with said deeds Book 256 Page 192; Parcel XIII by deed of Hampden County Agricultural Society dated July 15, 1866 and recorded with said deeds Book 244, Page 82, to which deed reference is made for full and further description of the said premises. All courses are magnetic.

Location  
Plan of Land in  
**Springfield**  
Purchased or Acquired  
by the

Connecticut River Railroad Company  
for Railroad Purposes  
Filed Pursuant to Chapter 356 of  
the Acts of 1895

Scale 1 in = 60 ft.

January 1896





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

5/7/1896

12

4

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

Fulton St

Bradford St

John St

Plymouth St

Plainfield St

### ***Abutter Names located on Plan***

Goldthwait, FH

### ***Stations***

### ***Landmarks located on Plan***

Description Page

Hampden Park

Parcels 1-3



Three certain parcels of land in Springfield, in the County of Hampden, bounded and described as follows:-

Parcel I, - southwesterly by the location of the Connecticut River Railroad, of various lines, thereof about four hundred thirty (433) feet, easterly, north-easterly and northerly by Fulton St. and Plainfield St. on the various lines thereof, about three hundred seventeen (317) feet.

Parcel II is a triangular parcel bounded northerly by Plainfield St. about ninety-five (95) feet, westerly by the location of the Connecticut River Railroad, about forty-seven (47) feet, southerly by land of the Hampden County Agricultural Society, one hundred thirty (130) feet.

Parcel III is a triangular parcel bounded southerly by Plainfield St. westerly by the location of said railroad, north westerly by a fifteen (15) foot passage way.

Said parcels are shown in green and numbered in red, as Parcels I, II, III on the accompanying plan which is made in part hereof, and are conveyed to the 1st Connecticut River Railroad Company in various parcels as follows:-

Parcel I, - is land acquired by the relocation of Fulton St. for which see Hampden County Deeds, Book 661, Page 297;

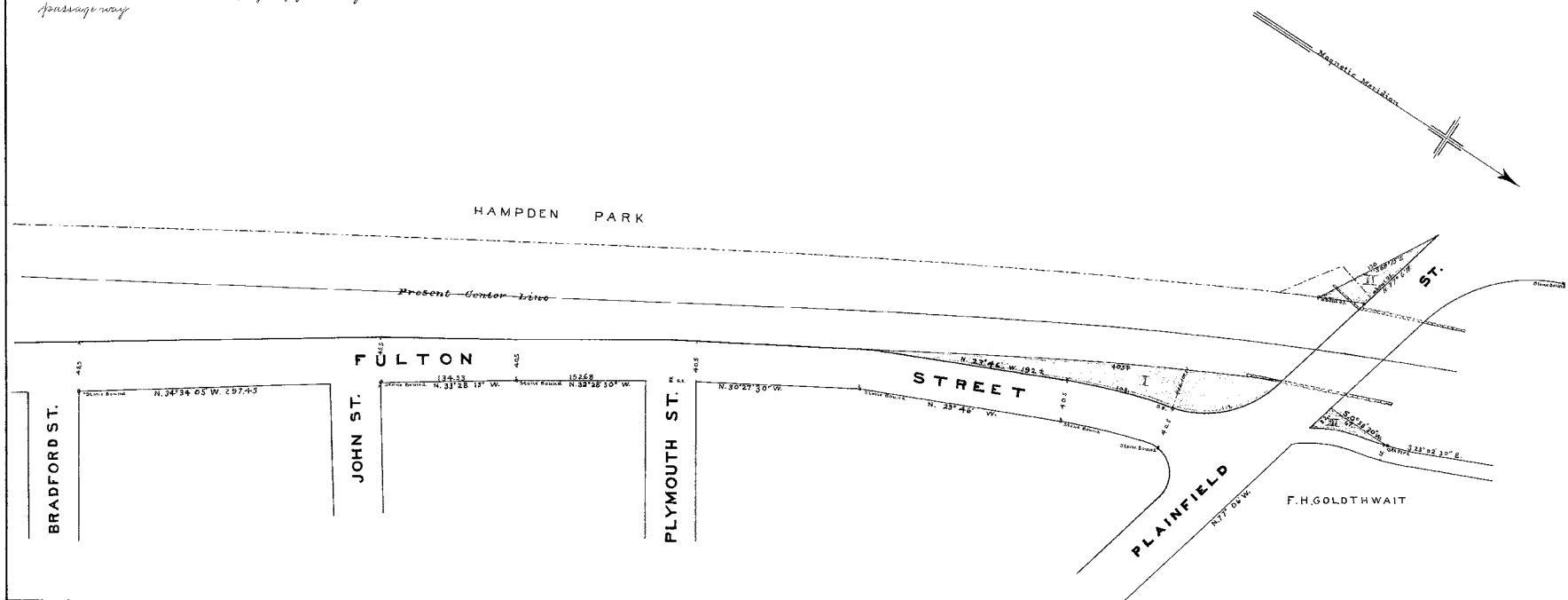
Parcel II, - By deed of Hampden County Agricultural Society dated July 15, 1886 and recorded with said Deeds, Book 244, Page 52;

Parcel III, - by deed of Julia M. Synchon et al. dated March 14, 1890 and recorded with said Deeds, Book 961, Page 298, to which deeds reference is made for a fuller and further description of the said parcels. All courses are magnetic.

Location  
Plan of Land in  
**Springfield**  
Purchased or Acquired  
by the

Connecticut River Railroad Company  
for Railroad Purposes  
Filed Pursuant to Chapter 356 of  
the Acts of 1895

Scale 1 in = 60 ft. January 1896





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

5/7/1896   12   5

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

Plainfield St

### ***Abutter Names located on Plan***

Goldthwait, FH

Dunn, M

Wright, AH

Wright, HW

Maloney, CC

Hooker, Jane W

Conn River RR

### ***Stations***

### ***Landmarks located on Plan***

Description Page

Parcels 1-8

15 FT Passway



Eight certain parcels of land in Springfield in the County of Hampden, bounded and described as follows: - Parcel I is bounded westerly by the location of the Connecticut River Railroad eighty five and fourteen hundredths (85.14) feet, northerly by land of M. Dunn, eighteen and ninety three hundredths (18.93) feet, and easterly by a fifteen (15) foot passage in two courses.

Parcel II, III and IV, Beginning at the location of the Connecticut River Railroad at land of M. Dunn, thence running Northwesterly thirty seven and eighty five hundredths (37.85) feet by said location, thence turning and running northerly by said location in two curved lines eight hundred sixty four (64) feet; thence turning and running easterly ninety (90) feet; thence turning and running southerly four hundred ninety six and fifty two hundredths (496.52) feet by land of A.H. and H.W. Wright three hundred ninety one and five tenths (391.5) feet; thence turning and running westerly by land of M. Dunn nine (9) feet to the point of beginning.

Parcel V, Beginning on the location of the Connecticut River Railroad at Plainfield Street thence running northwesterly by Plainfield Street on a curve one hundred thirty seven and twenty six hundredths (137.26) feet; thence running N 20° 15' W by said street three hundred eleven and twenty five hundredths (311.25) feet; thence turning and running in two lines by land of L.B. Maloney to location of said Railroad, thence turning and running easterly, southeasterly and southerly by said location to the point of beginning.

Parcel VI, Beginning on the location of the Connecticut River Railroad at land of L.B. Maloney thence running N 12° 05' 30" W, about one hundred forty four (144) feet to location of said railroad, thence turning and running southerly, southerly and westerly by said location to the point of beginning.

Parcel VII, Beginning at the location of the Connecticut River Railroad at land of L.B. Maloney thence running northerly about four hundred ten (410) feet to location of said railroad, thence turning and running southerly by said location about four hundred ten (410) feet; thence turning and running westerly by said location to the point of beginning.

Parcel VIII, is bounded northerly by other land of Connecticut River Railroad about twenty four (24) feet; easterly by location of said Railroad and other land of same three hundred ninety three (393) feet; southerly by land of L.B. Maloney twenty four (24) feet, and westerly by land of L.B. Maloney three hundred eighty seven and one tenth (387.1) feet.

Said premises are shown in plan and numbered in red as parcels I, II, III, IV, V, VI, VII and VIII on the accompanying plan which is made a part hereof and were conveyed to the Connecticut River Railroad Co., as follows: - Parcel I, by deed of Julia M. Pynchon et al, dated March 14, 1880 and recorded with A. and J. L. Bond, deeds Book 261, Page 298.

Parcel II by deed of A.H. and H.W. Wright dated January 9, 1889 and recorded with said deeds Book 450, Page 495.

Parcel III by deed of Jane Hooker dated May 19, 1888 and recorded with said deeds Book 445, Page 345.

Parcel IV by deed of Jane Hooker dated July 16, 1892 and recorded with said deeds Book 472, Page 358.

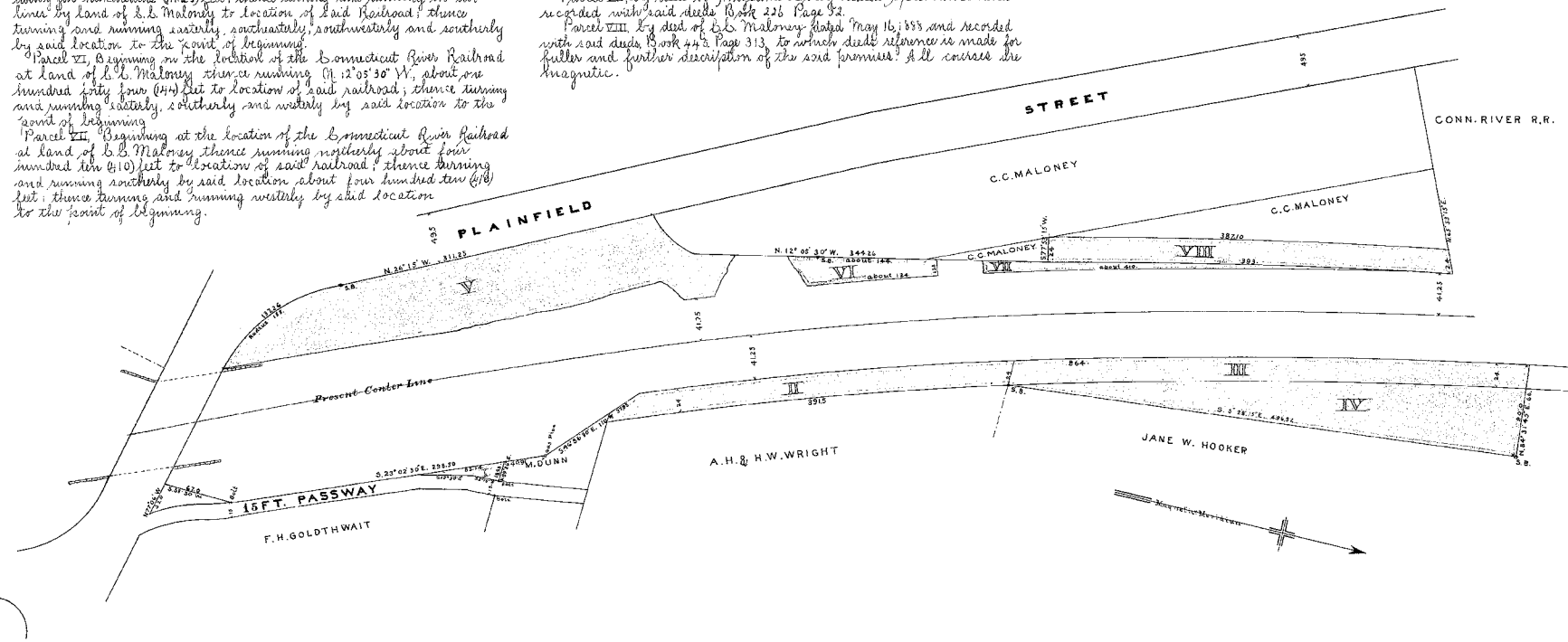
Parcel V was acquired by the relocation of Plainfield Street.

Parcel VI by deed of Walter Stebbins dated September 14, 1844 and recorded with said deeds in Book 123, Page 405.

Parcel VII by deed of Angelina Lyby dated April 16, 1865 and recorded with said deeds Book 226, Page 52.

Parcel VIII by deed of L.B. Maloney dated May 16, 1893 and recorded with said deeds Book 443, Page 313, to which deed reference is made for fuller and further description of the said premises. All courses are magnetic.

Location  
Plan of Land in  
**Springfield**  
Purchased or Acquired  
by the  
**Connecticut River Railroad Company**  
for Railroad Purposes  
Filed Pursuant to Chapter 356 of  
the Acts of 1895  
Scale 1 in. = 60 ft. January 1896







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Connecticut River Railroad Co

### **Date Recorded**

5/7/1896

### **Shelf**

12

### **Page**

6

### **Towns located on Plan**

Springfield

### **Roads located on Plan**

Plainfield St

Hooker St

### **Abutter Names located on Plan**

Hooker, Jane W

Conn River RR

Maloney, CC

Springfield St Railway Co

Hooker, Jane W

Birnie & Atwater

### **Landmarks located on Plan**

Description Page

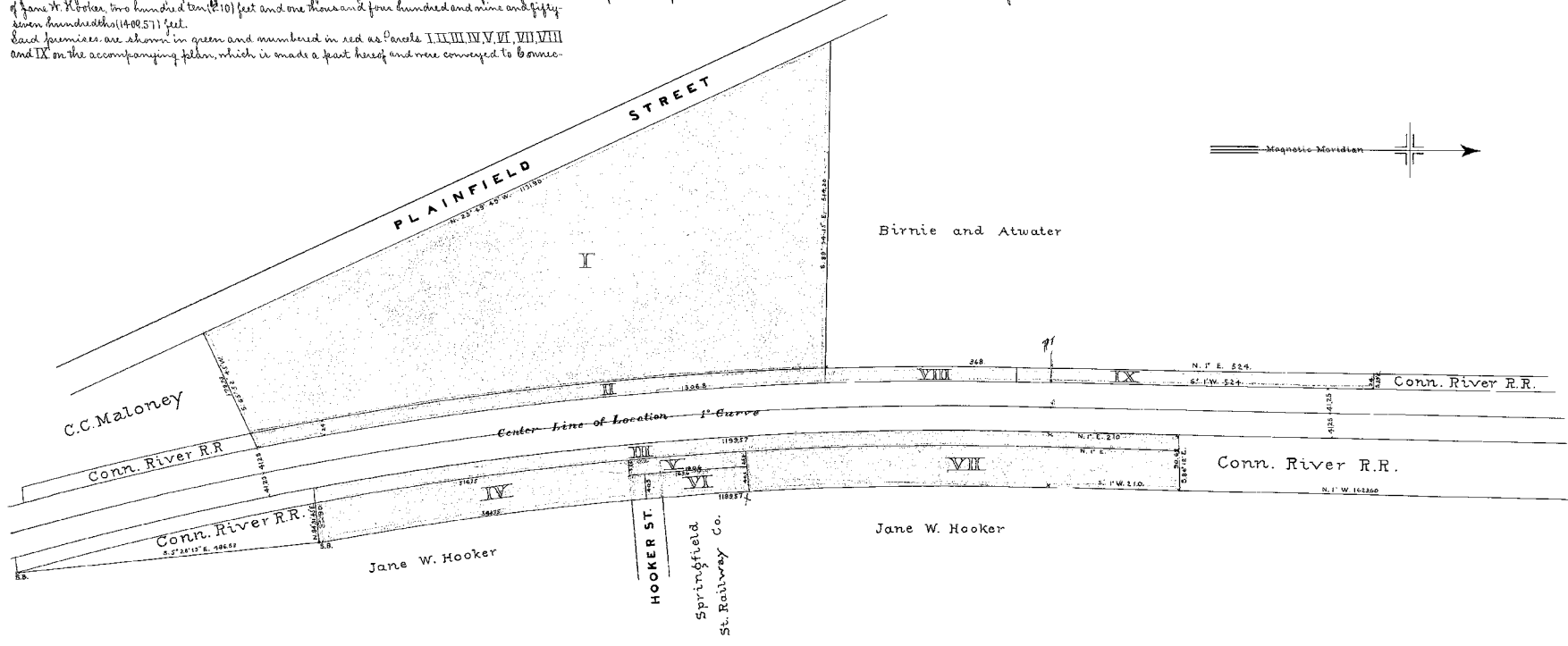
Parcels 1-9

### **Stations**

Nine certain parcels of land in Springfield in the County of Hampden, bounded and described as follows:  
 Parcels I, II, VIII and IX. Beginning at a point on Plainfield Street, thence running N. 25° 49' 45" W. by said street one thousand two hundred thirty one and nine tenths (1131.9) feet, thence turning and running Easterly by land of Birnie and Atwater five hundred fourteen and two tenths (514.2) feet; thence turning and running Northerly by land of Birnie and Atwater three hundred sixty eight (368) feet to a point of tangency thence running N. P. E. still by said land five hundred twenty four (524) feet thence turning and running Easterly by other land of said Company twenty four (24) feet; thence turning and running Southerly by said location five hundred twenty four (524) feet to a point of tangency thence running Southerly in a curved line by said location one thousand three hundred six and eight tenths (1306.8) feet; thence turning and running Southerly by location of the Connecticut R. into Railroad and by land of C. C. Maloney one hundred seventy eight and seventy three hundredths (178.73) feet to the point of beginning.  
 Parcels III, IV, V, VI and VII. are bounded Southerly by other land of said Railroad ninety (90) feet. Westerly by the location of said Railroad in two lines one thousand one hundred ninety nine and fifty seven hundredths (1199.57) feet and two hundred ten (210) feet respectively; Northerly by other land of said Railroad ninety and sixty eight hundredths (90.68) feet. Easterly in front of land of Jane W. Hooker, of Springfield Street Railway Co. by Hooker Street and again by land of Jane W. Hooker two hundred ten (210) feet and one thousand four hundred and nine and fifty seven hundredths (1409.57) feet.  
 Said premises are shown in green and numbered in red as Parcels I, II, III, IV, V, VI, VII, VIII and IX on the accompanying plan, which is made a part hereof and was conveyed to Birnie and Atwater.

West River Railroad as follows:-  
 Parcel I. By deed of Jane W. Hooker, dated December 12, 1892 and recorded with Hampden County Deeds in Book 498, Page 599.  
 Parcels II and III. By deed of Jane W. Hooker, dated May 19, 1888 and recorded with said Deeds in Book 445, Page 345.  
 Parcel IV. By deed of Jane W. Hooker, dated January 21, 1889 and recorded with said Deeds in Book 450, Page 560.  
 Parcel V. By deed of Jane W. Hooker, dated October 29, 1889 and recorded with said Deeds in Book 460, Page 502.  
 Parcel VI. By deed of Springfield Street Railway Company dated October 29, 1889 and recorded with said Deeds in Book 460, Page 503.  
 Parcel VII. By deed of Jane W. Hooker, dated January 21, 1889 and recorded with said Deeds in Book 450, Page 559.  
 Parcel VIII. By deed of Birnie and Atwater, dated December 19, 1888 and recorded with said Deeds in Book 450, Page 551.  
 Parcel IX. By deed of S. M. Barker, dated January 8, 1889 and recorded with said Deeds in Book 450, Page 474, to which deeds reference is made for fuller and further description of the said premises.  
 All courses are magnetic.

Location  
 Plan of Land in  
**Springfield**  
 Purchased or Acquired  
 by the  
**Connecticut River Railroad Company**  
 for Railroad Purposes  
 Filed Pursuant to Chapter 356 of  
 the Acts of 1895  
 Scale 1 in = 100 ft. January 1896





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

5/7/1896   12   7

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

Rowland Ave

Fisk Ave

### ***Abutter Names located on Plan***

Conn River RR

Rowland, Eleanor P

Birnie, Wm

Lawton, Sanford

E Stebbins Mfg Co

### ***Stations***

### ***Landmarks located on Plan***

Description Page

Pacels 1-4



For certain parcels of land in Springfield in the County of Hampden bounded and described as follows:

Parcel I & II, Beginning at the location of the Connecticut River Railroad and thence running northwesterly by said location one thousand eight hundred for and one eighth of an inch (1800.25) feet; thence turning and running easterly by land of Connecticut River Railroad Company thirty three (33) feet; thence turning and running southerly by land of E. Stebbins Manufacturing Company one hundred twenty eight and eight fourths hundredths (128.75) feet; thence turning and running westerly by land of E. Stebbins Man'g. Company fifty seven (57) feet; thence turning and running southerly by land of William Barnes one thousand six hundred twenty two and six eighths (1622.75) feet; thence turning and running westerly by other land of Connecticut River Railroad Company ninety and sixty six hundredths (90.65) feet to the point of beginning.

Parcel III is bounded southerly by other land of said Railroad Company twenty four (24) feet; westerly by land of Eleanor P. Rowland and Rowland Brown three hundred sixty seven and fifty three hundredths (367.53) feet; northwesterly by other land of said Railroad Company twenty four and six hundredths (24.06) feet; and easterly by location of said Railroad three hundred twenty nine and twenty three hundredths (329.23) feet.

Parcel IV, is bounded southerly by other land of said Railroad Company and Rowland Brown two hundred fifty (250) feet; northwesterly by Fish Avenue two hundred forty nine and nine tenths (249.9) feet; northerly by land of Sanford Lawton two hundred fifty (250) feet; and easterly by location of said Railroad two hundred forty nine and nine tenths (249.9) feet.

Said premises are shown in green and numbered in red as Parcels I, II, III & IV on the accompanying plan which is made a part hereof and incorporated to the Connecticut River Railroad Company as follows:

Parcel I, by deed of William Barnes dated December 19, 1871 and recorded with Hampden County Deeds, Book 419, Page 388.

Parcel II by deed of E. Stebbins Manufacturing Company dated January 5, 1892 and recorded with said deeds Book 415, Page 60.

Parcel III, by deed of Eleanor P. Rowland dated June 5, 1879 and recorded with said deeds Book 457, Page 222.

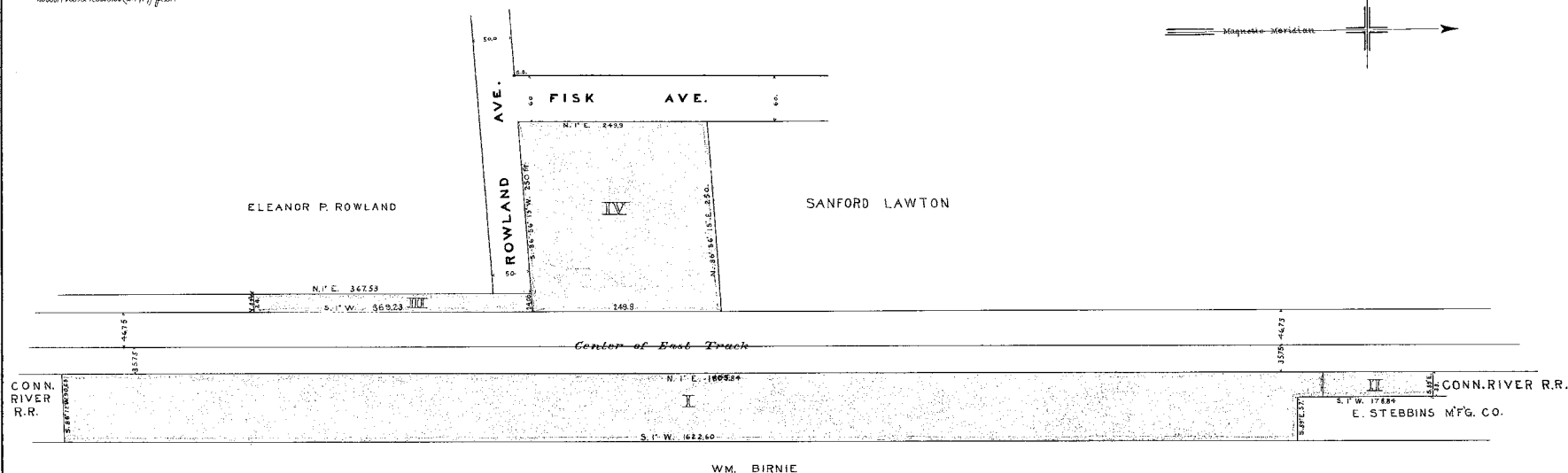
Parcel IV, by deed of William Pyrchon et al dated January 16, 1879 and recorded with said deeds Book 413, Page 52, to which deeds reference is made for fuller and better description of the said premises. All courses are magnetic.

Location  
Plan of Land in  
**Springfield**  
Purchased or Acquired  
by the

Connecticut River Railroad Company  
for Railroad Purposes

Filed Pursuant to Chapter 356 of  
the Acts of 1895

Scale 1 in. = 80 ft. January 1896





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

5/7/1896   12   8

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

Wason Ave

### ***Abutter Names located on Plan***

Wason Mfg Co

Atwater, GM

### ***Stations***

### ***Landmarks located on Plan***

Description Page

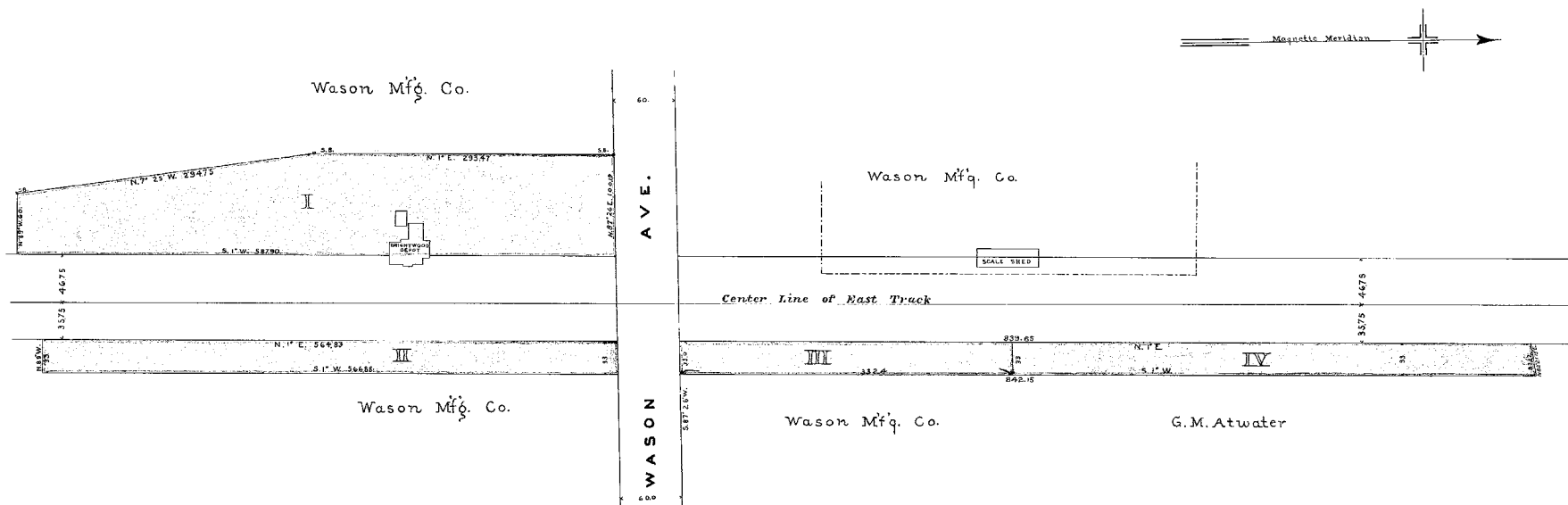
Parcels 1-4



Four certain parcels of land in Springfield in the County of Hampden bounded and described as follows: - Parcel I, is bounded northerly by Wason Avenue one hundred and nineteen hundredths (100.19) feet; easterly by location of Connecticut River Railroad five hundred eighty seven and nine tenths (587.9) feet; southerly by land of Wason Manufacturing Company (63) feet; southwesterly by land of the same two hundred ninety four and seventy five hundredths (294.75) feet; and westerly by land of the same two hundred ninety three and forty seven hundredths (293.47) feet. Parcel II, is bounded northerly by Wason Avenue thirty three (33) feet; easterly by land of Wason Manufacturing Company five hundred sixty six and eight eight hundredths (566.88) feet; southerly by land of Connecticut River Railroad Company thirty three (33) feet; and westerly by said location five hundred sixty four and eighty three hundredths (564.83) feet. Parcels III and IV, are bounded southerly by Wason Avenue thirty three (33) feet; westerly by location of Connecticut River Railroad eight hundred thirty nine and sixty five hundredths (839.65) feet; northerly by land of G. M. Atwater thirty three and thirty seven hundredths (33.37) feet; and easterly by land of G. M. Atwater and Wason Manufacturing Company eight hundred forty two and fifteen hundredths (842.15) feet. Said premises are shown in green and numbered

in red as parcels I, II, III and IV on the accompanying plan which is made a part hereof and were conveyed to the Connecticut River Railroad Company as follows: Parcel I, by deed of Wason Manufacturing Company dated April 25, 1873, and recorded with Hampden County Deeds Book 305 Page 253. Parcel II, by deed of Wason Manufacturing Company dated November 25, 1891 and recorded with said deeds Book 488 Page 62-61. Parcel III, by deed of Wason Manufacturing Company dated November 25, 1891 and recorded with said deeds Book 488 Page 62-61. Parcel IV, by deed of G. M. Atwater dated February 18, 1892 and recorded with said deeds in Book 488 Page 243; to which deeds, reference is made for fuller and further description of the said premises. All courses are magnetic

Location  
Plan of Land in  
**Springfield**  
Purchased or Acquired  
by the  
**Connecticut River Railroad Company**  
for Railroad Purposes  
Filed Pursuant to Chapter 356 of  
the Acts of 1895  
Scale 1 in = 60 ft. January 1896





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

5/7/1896   12   9

### ***Towns located on Plan***

Chicopee

### ***Roads located on Plan***

North Main St

Chicopee St

### ***Abutter Names located on Plan***

Conn River Brick Co

Kennedy

Shaw,DL

Stoddard,EA

***Stations***   154.72-156.   219.75-220.

### ***Landmarks located on Plan***

Description Page

Parcel 1-3

Connecticut River

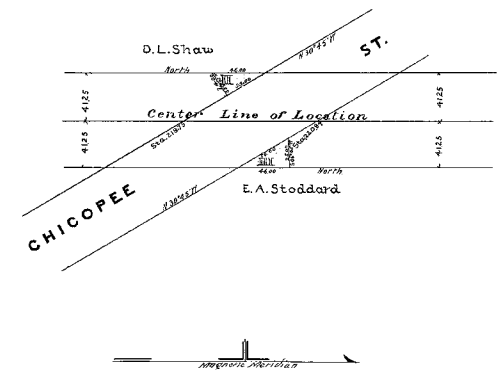
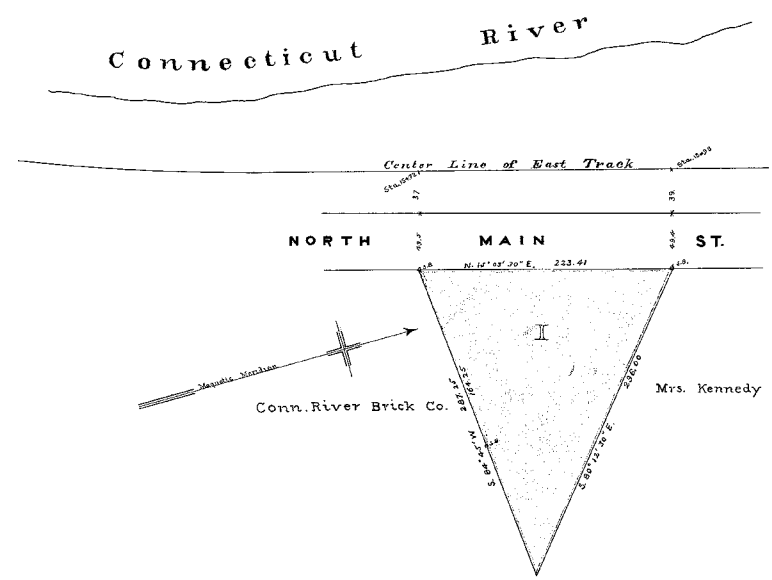


There certain parcels of land in Chicopee in the County of Hampshire bounded and described as follows:  
 Parcel I, is bounded westerly by North Main Street two hundred twenty three and forty one hundredths (223.41) feet, northeasterly by land of Mrs Kennedy two hundred ninety six (296) feet, southerly by land of Connecticut River Brick Company two hundred eighty seven and twenty five hundredths (287.25) feet,  
 Parcel II, is bounded northeasterly by Chicopee Street thirty nine and eight (39.8) feet northeasterly by land of D.L.Shaw forty six (46) feet and southerly by the location of the Connecticut River Railroad twenty four (24) feet.  
 Parcel III, is bounded southerly by Church Street fifty (50) feet, southerly by land of E.A.Stoddard forty six (46) feet and northerly by location of Connecticut River Railroad twenty four (24) feet.  
 Said premises are shown in plan and numbered in red as parcels I, II, III, on the accompanying plan which are made a part hereof and are conveyed to the Connecticut River Railroad Company as follows:-

Parcel I, by deed of Peter Gilligan dated October 9, 1885 and recorded with Hampshire County Deeds Book 235 Page 310;  
 Parcel II, by deed of Dwight L. Shaw dated June 6, 1873 and recorded with said deeds Book 313, Page 424;  
 Parcel III, by deed of E. A. Stoddard dated January 26, 1872 and recorded with said deeds Book 239, Page 132, to which deeds reference is made for a fuller and further description of the said premises. All courses are magnetic.

Location  
 Plan of Land in  
**Chicopee**  
 Purchased or Acquired  
 by the  
 Connecticut River Railroad Company  
 for Railroad Purposes  
 Filed Pursuant to Chapter 356 of  
 the Acts of 1895

Scale 1 in = 60 ft. January 1896







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

5/7/1896   12   10

### ***Towns located on Plan***

Chicopee

### ***Roads located on Plan***

Tremont St

Dublin St

Emerald St

### ***Abutter Names located on Plan***

Conn River RR

Driscoll, Daniel

Solon, Fannie

Russell

Kenna, Mary

Rourke, Thomas

Abbey, AB

***Stations***   155.43

### ***Landmarks located on Plan***

Description Page

Parcels 1-11

Connecticut Page



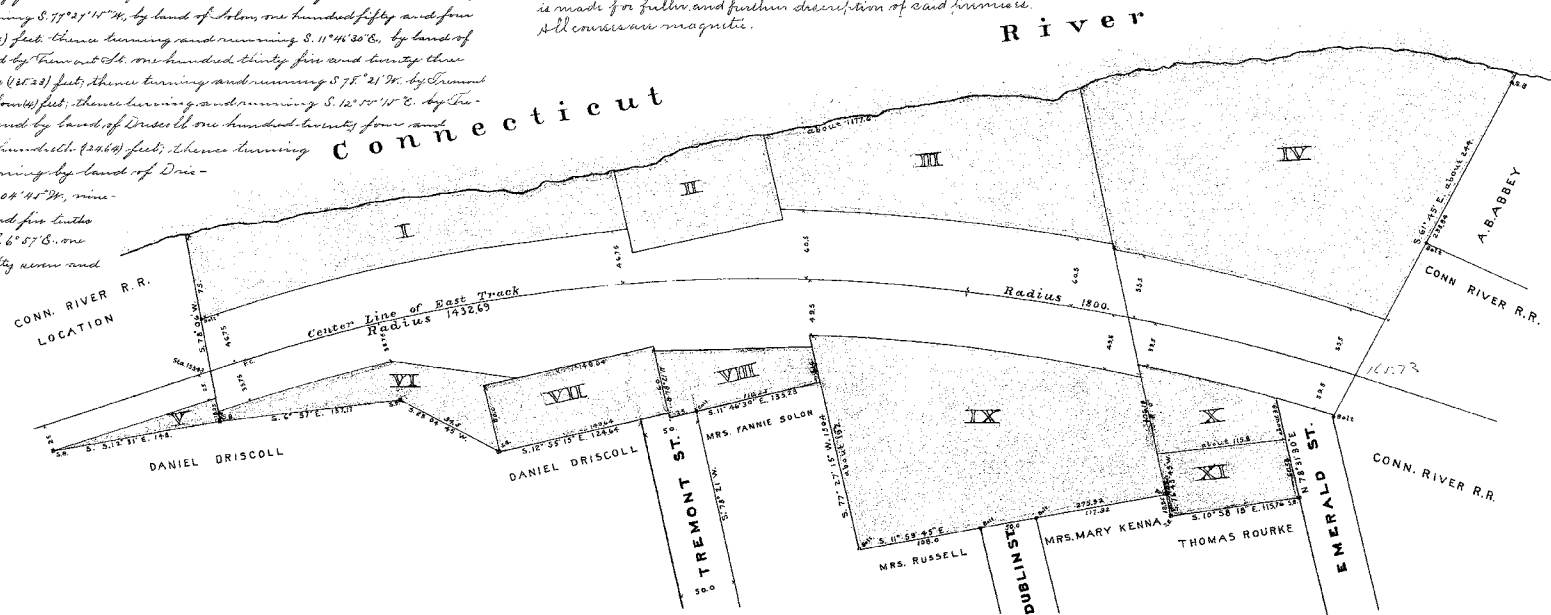
Eleven certain parcels of land in Chicopee in the County of Hampden bounded and described as follows: - Parcel I, II, III, & IV. Beginning at the location of the Connecticut River Railroad, opposite Station 155+48, thence running S. 78° 06' W, seventy five (75) feet to the Connecticut River, thence turning and running westerly by said River about one thousand one hundred twenty seven and six tenths (1174.6) feet to land of R. B. Abbey, thence turning and running S. 61° 44' E, by land of said Abbey and land and location of Connecticut River Railroad, about two hundred forty four feet to location of said Railroad, thence turning and running by said location southerly in aerial course to the point of beginning.

Parcel V, VI, VII, VIII, IX, & X. Beginning at the location of the Connecticut River Railroad at General Street, thence running S. 75° 21' 30" E, by General Street eighty nine and fifty eight hundredths (89.58) feet, thence turning and running S. 10° 45' 15" E, by land of Thomas Burke one hundred fifteen and twenty six hundredths (115.76) feet, thence turning and running S. 76° 43' 45" W, eighty and eighty five hundredths (80.85) feet, thence turning and running S. 11° 49' 45" E, by land of Burke, by land of Russell two hundred twenty five and ninety two hundredths (225.92) feet, thence turning and running S. 77° 23' 15" W, by land of Allen one hundred fifty and four tenths (150.4) feet, thence turning and running S. 11° 46' 30" E, by land of Solon and by Tremont St. one hundred thirty five and twenty three hundredths (135.23) feet, thence turning and running S. 75° 21' W, by General St. about four (4) feet, thence turning and running S. 12° 55' 10" E, by Tremont St. and by land of Driscoll one hundred twenty four and sixty five hundredths (124.65) feet, thence turning and running by land of Driscoll S. 25° 04' 45" W, nine by four and five tenths (9.45) feet, S. 6° 57' E, one hundred fifty seven and

seventy hundredths (157.7) feet, and S. 12° 31' E, one hundred forty eight (148) feet to location of Connecticut River Railroad, thence turning and running by said location generally north-<sup>by</sup> only in aerial course to the point of beginning.

Said premises are shown in green on accompanying plan which is made a part hereof and are conveyed to the Connecticut River Railroad in eleven parcels, as set out and numbered in red on said plans said respective conveyances being recorded with Hampden County Deeds as follows: Parcel I by deed of Thomas Brownishan dated December 18, 1865, and recorded in Book 235 Page 42. Parcel II by deed of R. E. Bonis et al. dated December 1, 1865, and recorded in Book 228 Page 17. Parcel III by deed of Sylvanus Adams, dated June 15, 1868, and recorded in Book 262 Page 126. Parcel IV by deed of Otis Albins, dated December 15, 1892, and recorded in Book 495 Page 508. Parcel V by deed of Daniel Driscoll dated November 17, 1892, and recorded in Book 498 Page 227. Parcel VI by deed of Mary Ann Bang dated May 13, 1873, and recorded in Book 303 Page 216. Parcel VII by deed of Daniel Driscoll dated November 17, 1892, and recorded in Book 498 Page 227. One undivided half of Parcel IX by deeds of E. C. Golland and Chicopee Savings Bank dated January 11, 1871, and recorded in Book 220 Page 39 and Book 213 Page 310. Parcel X by deed of John B. Wood dated October 20, 1879, and recorded in Book 455 Page 498. Parcel XI by deed of Thomas Bourke dated November 14, 1892, and recorded in Book 498 Page 227, to which deeds reference is made for full and further description of said premises. All courses are magnetic.

Location  
Plan of Land in  
**Chicopee**  
Purchased or Acquired  
by the  
**Connecticut River Railroad Company**  
for Railroad Purposes  
Filed Pursuant to Chapter 356 of  
the Acts of 1895  
Scale 1 in = 60 ft. January 1896





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

5/7/1896   12   11

### ***Towns located on Plan***

Chicopee

### ***Roads located on Plan***

Exchange St

Emerald St

Dublin St

Tremont St

### ***Abutter Names located on Plan***

Connecticut River RR

### ***Stations***

### ***Landmarks located on Plan***

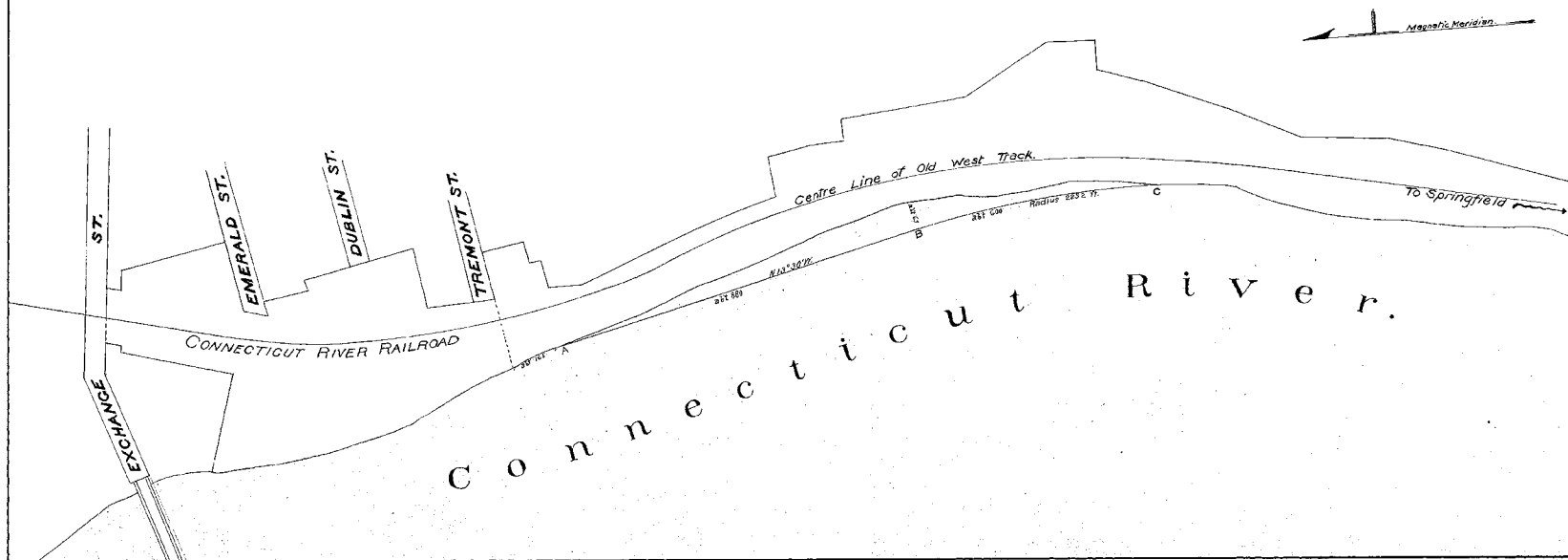
Description Page

Connecticut River



Location  
Plan of Land in  
**Chicopee,**  
Purchased or Acquired  
by the  
Connecticut River Railroad Company,  
for Railroad Purposes.  
Filed Pursuant to Chapter 356 of  
the Acts of 1895.  
Scale, lin=160ft. January, 1896.

*Adam parcel of land, situated in Chicopee, in the County of Hampden, bounded and described as follows:-  
beginning at a point marked "A" on the accompanying plan, in the highwater line (the water standing at six (6) feet as per gauge on old toll bridge at Springfield) and one hundred sixty five (165) feet southerly from said prolongation of the southerly side line of Emerald Street, shown on said plan; thence running southeasterly about eight hundred eighty (880) feet to a point marked "B" on said plan, sixty three (63) feet westerly from said highwater line; thence running southeasterly more southerly in an arc of a circle having a radius of twenty two hundred fifty two (2252) feet, about six hundred (600) feet to a point marked "C" on said plan, on said highwater line; thence running northwesterly and northerly on said highwater line to "A" the point of beginning.  
Said premises are shown in green on the accompanying plan and were purchased or acquired by the Connecticut River Railroad Company by a license of the Harbor and Land Commissioners of the Commonwealth of Massachusetts numbered 1479, dated June 28, 1892 and recorded with Hampden County Deeds, Book 1193, Page 230.*





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

5/71896                      12                      12

### ***Towns located on Plan***

Chicopee

### ***Roads located on Plan***

Emerald St

Ferry St

Passageway

### ***Abutter Names located on Plan***

Conn River RR

Abbey, AB

Connor, Roger O

Fitsimmons, Mary

Abbey, CC

S Blaisdell & Co

Dwight Mfg Co

### ***Stations***

### ***Landmarks located on Plan***

Description Page

Parcels 1-6

Chicopee JC Depot

30ft Passway

Mill Race



Six certain parcels of land in Chicopee, in the County of Hampshire, bounded and described as follows:-

Parcel I is bounded Easterly by location of Connecticut River Railroad two hundred twenty two and seventy five hundredths (222.75) feet; southerly by other land of said Railroad seventy one and eight tenths (71.8) feet; Westerly by land of A. B. Abbey two hundred fifty four and four tenths (254.4) feet; and Northerly by land of A. B. Abbey and by Parcel II hereinafter described forty and thirty one hundredths (40.31) feet.

Parcel II is bounded Northerly by Ferry Street thirty (30) feet; Easterly by location of said Railroad forty four and nine tenths hundredths (44.9) feet; southerly by location of said Railroad and by Parcel I thirty (30) feet; and Westerly by land of A. B. Abbey forty three and four hundredths (43.04) feet.

Parcel III is bounded Northerly by Ferry Street twenty (20) feet; Easterly by land of A. B. Abbey forty eight and twenty three hundredths (48.23) feet; southerly by location of said Railroad twenty (20) feet; and Westerly by said location forty seven and forty six hundredths (47.46) feet.

Parcel IV Beginning on Congress Street at location of said Railroad thence running N. 78° 31' 30" E. by said Street two hundred (200) feet; thence turning and running N. 9° 09' 30" W. by land of Roger O. Connor sixty four (64) feet; thence turning and running S. 78° 34' 45" W. by land of Mary Fitzsimmons forty (40) feet; thence turning and running N. 9° 04' 30" W. by land of same and by a Passage way ninety (90) feet; thence turning and running N. 78° 34' 45" E. by said Passage way forty (40) feet; thence turning and running N. 9° 04' 30" W. by land of A. B. Abbey ninety six (96) feet; thence turning and running Westerly by land of same twenty four (24) feet; thence turning and running southerly by location of said Railroad ninety five and ninety seven hundredths (95.97) feet; thence turning and running southerly by said location two hundred

twenty three and ninety seven hundredths (223.97) feet to the point of beginning. Parcel V is bounded Westerly by a Passage way three hundred ten (310) feet; North-easterly by said Passage way in a curved line about one hundred thirteen (13) feet and a straight line thirty five (35) feet; southerly by location of said Railroad about ninety (90) feet; Easterly by said location three hundred sixty six (366) feet; and southerly by Ferry Street about forty (40) feet.

Parcel VI is bounded and described as follows:- beginning on the location of said Railroad at land of the Wright Manufacturing Company thence running North-easterly by land of said Manufacturing Company eighty seven and seventeen hundredths (87.17) feet; thence turning at an acute angle and running southerly eighty five and thirty three hundredths (85.33) feet; thence turning and running southerly still by said land of the Wright Manufacturing Company forty (40) feet to the location of said Railroad; thence turning and running Westerly by said location fifty and five tenths (50.5) feet; thence turning and running N. 17° 04' E. still by said location sixty one and sixty seven hundredths (61.67) feet to the point of beginning.

Said premises are shown in green and numbered in red as Parcels I, II, III, IV, V and VI on the accompanying plan which is made a part hereof, and were conveyed to the Connecticut River Railroad Company as follows:-

Parcels I and IV. By deed of Chester H. Whapin, dated July 10, 1871, and recorded with Hampshire County Deeds, Book 231, Page 424.

Parcels II and III. By deed of A. B. Abbey, dated October 5, 1871, and recorded with said Deeds, Book 235, Page 429.

Parcel V. By deed of the Wright Manufacturing Company, dated January 18, 1885 and recorded with said Deeds, Book 193, Page 490.

Parcel VI. By deed of Sarah S. B. O'Neil, dated July 31, 1882, and recorded with said Deeds, Book 339, Page 113. To which deeds reference is made for a fuller and further description of said premises.

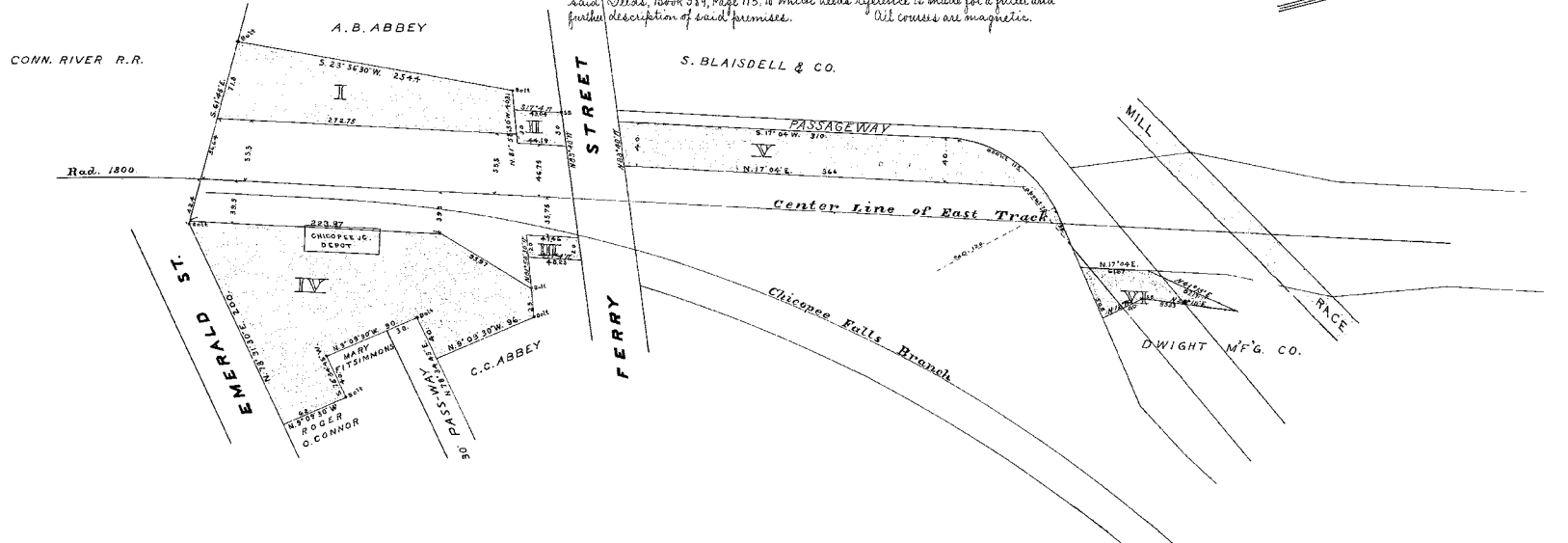
All courses are magnetic.

# Location Plan of Land in Chicopee Purchased or Acquired by the

Connecticut River Railroad Company  
for Railroad Purposes.  
Filed Pursuant to Chapter 356 of  
the Acts of 1895.

Scale: 1 in. = 60 ft.

January 1896





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

5/7/1896   12   13

### ***Towns located on Plan***

Chicopee

### ***Roads located on Plan***

Quabin Rd

### ***Abutter Names located on Plan***

McKinstry ,AL

Welch,Thomas

Crehore,Geo

Stedham,Phineas

***Stations***   264.25   272.71

### ***Landmarks located on Plan***

Description Page

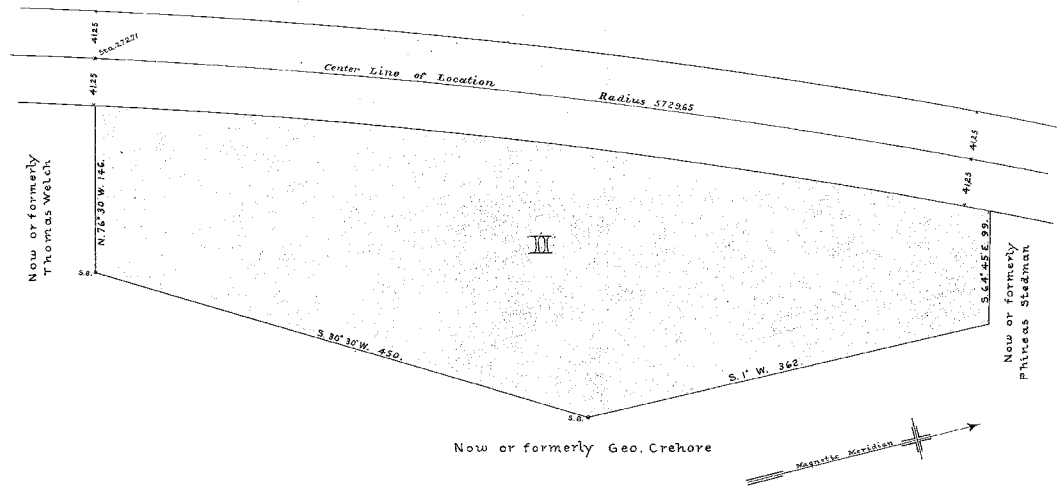
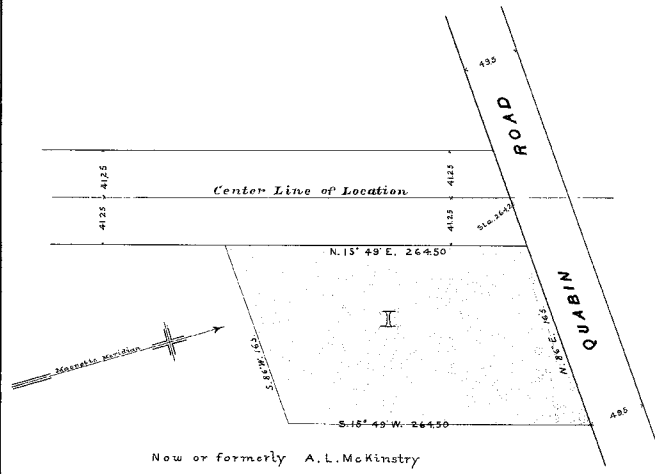
Parcels 1-2



Two certain parcels of land in Chicopee in the county of Hampden bounded and described as follows:- Parcel I, is bounded northerly by Quabin Road so called one hundred sixty five (65) feet; easterly by land of A. L. McKinstry two hundred sixty four and five tenths (264.5) feet; southerly by land of same one hundred sixty five (65) feet; westerly by location of Connecticut River Railroad two hundred sixty four and five tenths (264.5) feet. Parcel II, Beginning at the location of the Connecticut River Railroad and thence running S 64° 45' E, ninety nine (99) feet; thence turning and running S 1° 06' W three hundred sixty two (62) feet by land of George Brehne; thence turning and running S 30° 30' W by land of same four hundred fifty (450) feet; thence turning and running N 76° 30' W, one hundred forty six (146) feet to location of the Connecticut River Railroad opposite Station 272.71 thence turning and running northerly by said location to the point of beginning.

Said premises are shown in green and numbered in red as Parcels I and II on the accompanying plan which is made a part hereof and were conveyed to the Connecticut River Railroad Company as follows:- Parcel I, by deed of A. L. McKinstry dated June 25, 1869 and recorded with Hampden County Deeds, Book 263 Page 455. Parcel II, by deed of George Brehne dated June 25, 1869 and recorded with said deeds in Book 263 Page 454, to which deeds reference is made for a fuller and further description of the said premises. All courses are magnetic.

Location  
Plan of Land in  
**Chicopee**  
Purchased or Acquired  
by the  
**Connecticut River Railroad Company**  
for Railroad Purposes  
Filed Pursuant to Chapter 356 of  
the Acts of 1895  
Scale 1 in = 60 ft. January 1896







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

5/7/1896   12   14

### ***Towns located on Plan***

Chicopee

### ***Roads located on Plan***

Chicopee Falls Rd

Pendleton Rd

### ***Abutter Names located on Plan***

Towne, OC

Stratton, JB

### ***Stations***

### ***Landmarks located on Plan***

Description Page

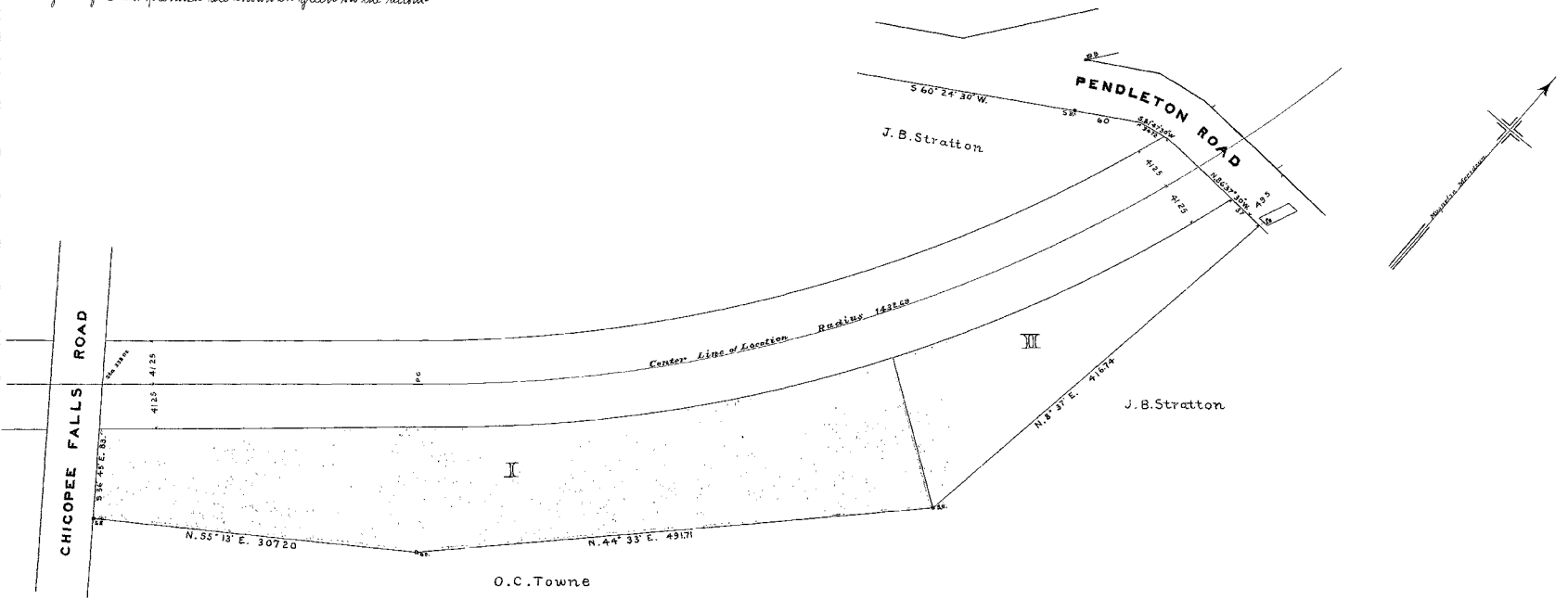
Parcels 1-2



Location  
Plan of Land in  
**Chicopee**  
Purchased or Acquired  
by the  
**Connecticut River Railroad Company**  
for **Railroad Purposes**  
Filed Pursuant to Chapter 356 of  
the Acts of 1895  
Scale 1 in = 60 ft. January 1896

A certain Parcel of Land in Chicopee in the County of Hampden bounded and described as follows: Beginning at the location of the Connecticut River Railroad at Chicopee Falls Road, as called, thence running S 86° 45' E, by said road eight by three (8 3/4) feet, thence turning and running N 15° 13' E, by land of O.C. Towne three hundred and twenty-two (322) feet to a stone bound, thence turning and running N 46° 33' E, by land of O.C. Towne four hundred nine by one and seventy-one hundredths (451 7/10) feet to a stone bound; thence turning and running N 8° 37' E, by land of J. B. Stratton four hundred sixteen and seventy-four hundredths (456 7/10) feet to Pendleton Road, as called; thence turning and running westerly by said Road about thirty-four (34) feet to location of the Connecticut River Railroad; thence turning and running southerly by said location to the place of beginning. Said premises are shown in green on the accompanying plan which is made a part hereof and were conveyed to the Connecticut River Railroad, in the parcels, as set out and numbered in red on said plan, as follows:-

Parcel I, by deed of O.C. Towne dated April 5, 1861 and recorded with Hampden County Deeds, Book 263, Page 114.  
Parcel II was taken by permission of the County Commissioners about 1869, to which deeds reference is made for fuller and further description of the said premises. All corners are magnetic.





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

5/7/1896   12   15

### ***Towns located on Plan***

Chicopee

### ***Roads located on Plan***

North Main St

Pendleton Rd

South Hadley Falls Rd

Emerson St

### ***Abutter Names located on Plan***

Bannister, Charles

McCarty, JB

Holyoke Water Power

### ***Stations***

### ***Landmarks located on Plan***

Description Page

Parcels 1-3

Willimansett Depot

Freight House

Conn River



Three certain parcels of land in Chicopee in the County of Hampden bounded and divided as follows:-  
Parcel I. - is bounded northwesterly by South Hadley Falls Road so called fifty eight (58) feet; northwesterly by land of J. B. McCarty one hundred fifty (150) feet; southwesterly by land of Charles Bannister so called two hundred ninety six (296) feet; southerly by Pendleton Road so called fifty (50) feet and westerly on a curve by location of Connecticut River Railroad.

Parcel II. - is bounded westerly by North Main Street in two lines one hundred two (102) feet and a half forty-five (45) feet respectively; northwesterly by Connecticut River and westerly by location of Connecticut River Railroad.

Parcel III. - is bounded northwesterly by location of Connecticut River Railroad about two hundred seventy five (275) feet; northwesterly by Connecticut River; northwesterly by land of Holyoke Water Power Company; southerly by South Hadley Falls Road so called in two lines about three hundred ninety six (396) feet and one hundred fifty-four (154) feet respectively.

Said premises are shown in green and numbered in red as Parcels I, II & III on the accompanying plan which is made a part hereof and was conveyed to the Connecticut River Railroad Company as follows:-

Parcel I. - by deed of Massachusetts Mutual Life Insurance Company dated May 25, 1878 and recorded with Hampden County Deeds Book 377 Page 339;

Parcel II. by quit claim deed of James Emerson dated June 22, 1872 and recorded with said deeds Book 699 Page 66;

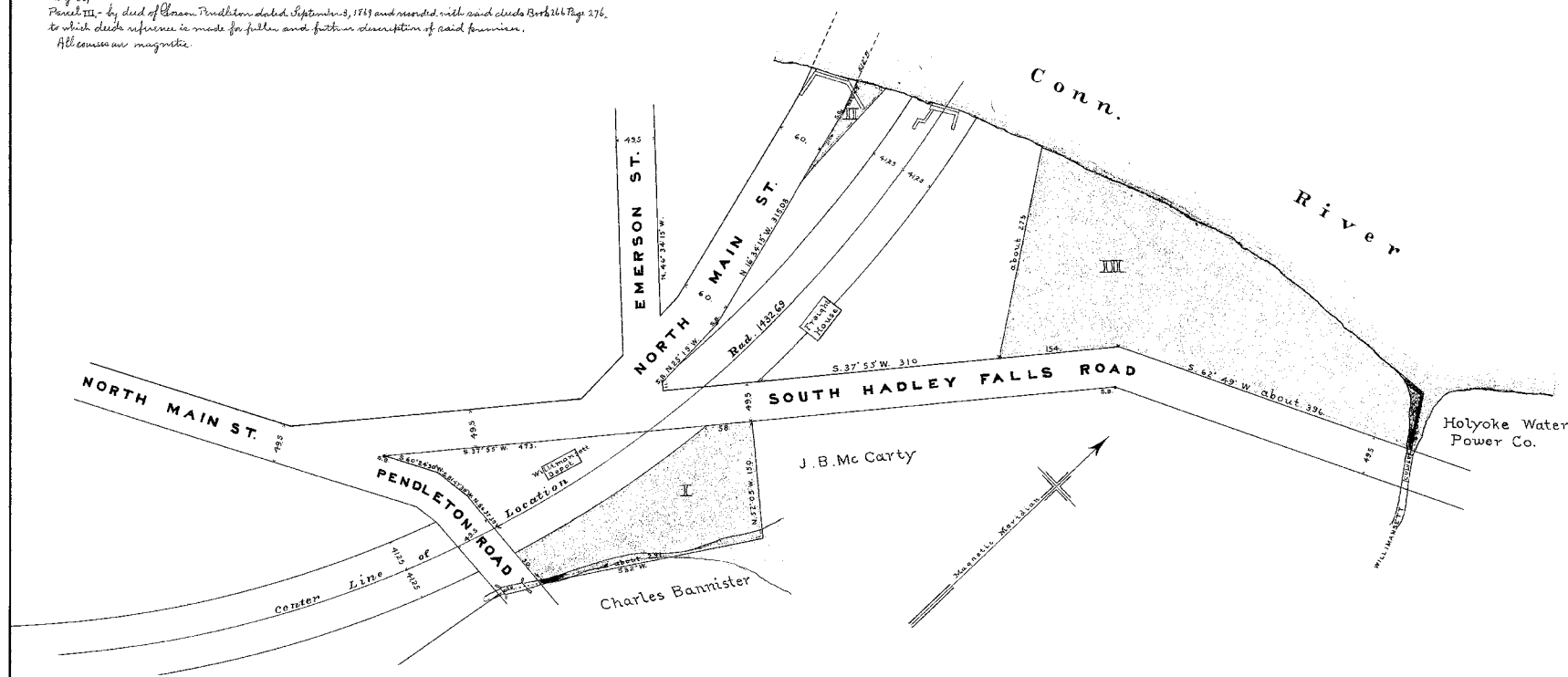
Parcel III. - by deed of Elmore Pendleton dated September 3, 1869 and recorded with said deeds Book 26 Page 276, to which deeds reference is made for further and further description of said premises.

All courses are magnetic.

Location  
Plan of Land in  
**Chicopee**  
Purchased or Acquired  
by the  
Connecticut River Railroad Company  
for Railroad Purposes  
Filed Pursuant to Chapter 356 of  
the Acts of 1895

Scale 1 in = 80 ft.

January 1896





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

5/7/1896   12   16

### ***Towns located on Plan***

Chicopee

### ***Roads located on Plan***

Front St

### ***Abutter Names located on Plan***

Market Square

Ames MFG Co

### ***Stations***

### ***Landmarks located on Plan***

Chicopee Center

Description Page

Parcels 1-2

Canal



Two certain parcels of land in Chicopee in the County of Hampshire, bounded and described as follows:-

Parcel I, is bounded northerly by the location of the Connecticut Railroad five (5) feet; easterly by location of the said Railroad and Front Street about fourteen (14) feet; southerly by Market Square so called about ninety five (95) feet and westerly by location of said Railroad and Market Square about fifteen (15) feet.

Parcel II, is bounded northerly by the location of said Railroad one hundred ninety eight and five tenths (198.5) feet; easterly by land of Ames Manufacturing Company sixty and eighty seven hundredths (60.87) feet; southerly by Front Street and location of said Railroad one hundred ninety four and five tenths (194.5) feet; and westerly by location of the said Railroad thirteen (13) feet.

Said premises are shown in green and numbered in red as Parcels I and II on the accompanying plan which is made a part hereof and now conveyed to the Connecticut River Railroad Company as follows:-

Parcel I, by deed of the Inhabitants of Chicopee dated April 1, 1884 and recorded with Hampshire County deeds, in Book 405, Page 65; also by a quit claim deed of Ames Manufacturing Company dated Oct. 1, 1884, and recorded with said deeds in Book 404, Page 255.

Parcel II, by deed of Ames Manufacturing Company dated April 15, 1874 and recorded with said deeds in Book 304, Page 513; to which deeds reference is made for a fuller and further description of the said premises. All corners are marked.

Location  
Plan of Land in  
**Chicopee Centre**

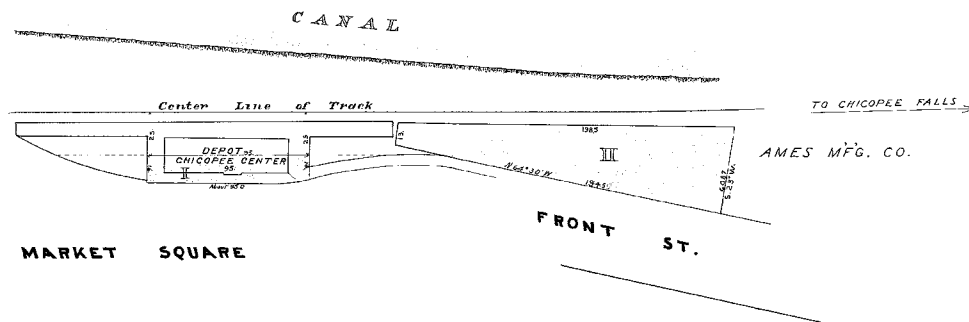
Purchased or Acquired  
by the

**Connecticut River Railroad Company**  
for Railroad Purposes

Filed Pursuant to Chapter 356 of  
the Acts of 1895

Scale 1 in = 40 ft.

January 1896





## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Connecticut River Railroad Co

### **Date Recorded**

5/7/1896

### **Shelf**

12

### **Page**

17

### **Towns located on Plan**

Holyoke

### **Roads located on Plan**

Water St

Cabot St

Canal St

Crescent St

Winter St

East St

Appleton St

### **Landmarks located on Plan**

Description Page

Parcels 1-8

Connecticut River

Canal

Passageway

### **Abutter Names located on Plan**

NYNH & H RR

Holyoke Water Power Co

Riverside Paper Co

Holyoke Water Power Co

Stone & Brown

Smith Wilson & Sears Paper Co

Pryer, Wm

Merrick, Timothy

### **Stations**

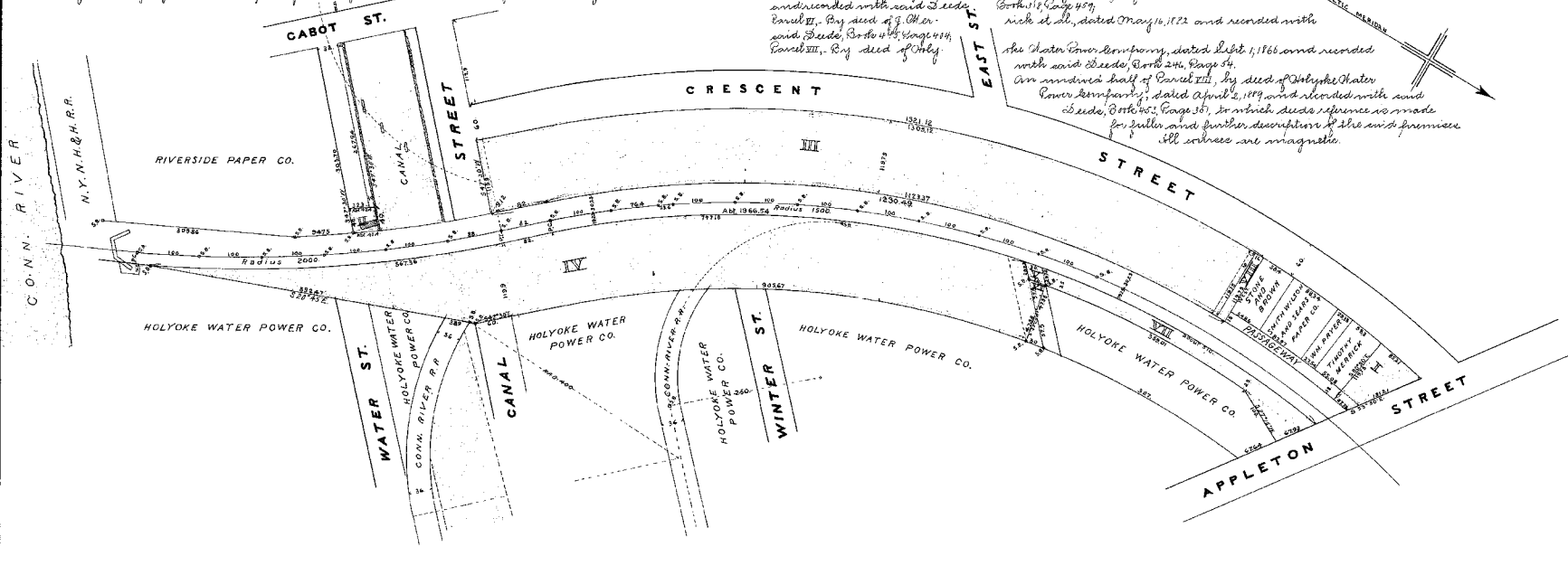
Several certain parcels of land in Holyoke, in the County of Hampden, bounded and described as follows:  
 Parcel I. An undivided half of the parcel bounded and described as follows: - Northwesterly by Appleton St. one hundred thirty-one and twenty-one hundredths (131.21) feet; Easterly by location of the Connecticut River Railroad twenty-seven and twenty-two hundredths (27.22) feet; Southwesterly by a passageway and by land of Timothy Menck one hundred and seventy-five hundredths (175.75) feet; Easterly by Crescent St. eighty-five and twenty-one hundredths (85.21) feet.  
 Parcel II. is bounded Northwesterly by the location of said Railroad about forty-two and four tenths (42.4) feet; Northwesterly by a passageway and by other land, about forty-two and four tenths (42.4) feet and Southwesterly by the Riverside Paper Co. about forty (40) feet.  
 Parcel III & IV are bounded and described as follows: - Beginning on Canal St. at the location of the said Railroad; thence running Northwesterly and Easterly by said location on a straight line and on a curve in lot twelve hundred thirty and forty-nine hundredths (1230.49) feet to a passageway, thence running and running Easterly by said passageway and by land

of Stone and Brown one hundred nineteen and seventy-five hundredths (119.75) feet to Crescent St.; thence running and running Southwesterly and Northwesterly by said Crescent St. on a curve and straight line, thence one hundred twenty-one and twelve hundredths (121.12) feet to Canal St.; thence running and running Northwesterly by said Canal St. one hundred nineteen and seventy-five hundredths (119.75) feet to the point of beginning.  
 Parcels V, VI and VII are bounded and described as follows: Beginning on Appleton St. at the location of the said Railroad; thence running Southwesterly by said Appleton St. eighty-seven and twenty-two hundredths (87.22) feet to land of Holyoke Water Power Co.; thence running and running by said land of the Holyoke Water Power Co. Southwesterly one hundred (100) feet, Southwesterly on a curve three hundred fifty-nine and one hundredth (359.01) feet, and Easterly ninety-four and seventy-six hundredths (94.76) feet; thence running and running Southwesterly and Southwesterly on a curve and straight line by land of said Water Power Co. by Winter St., by other land of the said Water Power Co. by the location of a branch of the said Railroad by other land of said Water Power Co. and

by Canal St. one hundred five and eighty-seven (158.87) hundredths feet; thence running and running Southwesterly by land of said Water Power Co. by the location of a branch of the said Railroad, by other land of Holyoke Water Power Co., by Winter St. and by other land of the Holyoke Water Power Co. five hundred thirty-two and forty-seven hundredths (532.47) feet to the location of said Railroad; thence running and running Northwesterly and Easterly by the said location by the various angles and curves thereof, as shown in the accompanying plan, to the point of beginning.  
 Land promises are shown in green and numbered in red as Parcels I to VIII inclusive on the accompanying plan, which is made in part herself, and were conveyed to the Connecticut River Railroad Company, as follows: Parcel I. by deed of Parcel I. by deed of Reed, Hunt and Bonham, dated April 3, 1879, and recorded with Hampden County Deeds, Book 433, Page 349; Parcel II. by deed of Holyoke Water Power Company, dated July 1, 1892 and recorded with said Deeds, Book 493, Page 325; Parcel III & IV. by deed of Holyoke Water Power Company, dated Dec 1, 1892 and recorded with said Deeds, Book 493, Page 257; Parcel V. by deed of Holyoke Water Power Company, dated July 1, 1892 and recorded with said Deeds, Book 493, Page 414; Parcel VI. by deed of Holyoke Water Power Company, dated July 1, 1892 and recorded with said Deeds, Book 493, Page 414; Parcel VII. by deed of Holyoke Water Power Company, dated July 1, 1892 and recorded with said Deeds, Book 493, Page 414; Parcel VIII. by deed of Holyoke Water Power Company, dated July 1, 1892 and recorded with said Deeds, Book 493, Page 414.

Location  
 Plan of Land in  
**Holyoke**  
 Purchased or Acquired  
 by the  
 Connecticut River Railroad Company  
 for Railroad Purposes  
 Filed Pursuant to Chapter 356 of  
 the Acts of 1895

Scale 1 in = 100 ft. March 1896







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Connecticut River Railroad Co

### **Date Recorded**

5/7/1896

### **Shelf**

12

### **Page**

18

### **Towns located on Plan**

Holyoke

### **Roads located on Plan**

Crescent St

Lyman St

Main St

Bowers St

Dwight St

Whiting St

Mosher St

Ely St

Race St

### **Landmarks located on Plan**

Description Page

Parcels 1-12

Passway

### **Abutter Names located on Plan**

Merrick Lumber Co

Chase & Coolridge

Holyoke Water Powre Co

Swift, EC

Sampson & Ross

Norris, Celia

Prentis, RT

Norris, Wm

Holt, Hannah F

Merrick, Timothy

Nash, Wm

Holyoke City

Keough, Abbie

Fritts, Sylvester

Prew, JN

Nightingale, Geo

Swight, EC

Holmes Provision & Cold  
Storage Co

### **Stations**

Several certain parcels of land in Holyoke in the County of Hampden bounded and described as follows: - **Parcel I & II.** - Beginning on Appleton St. at the location of the Connecticut River Railroad, thence running Northwesterly by said location on a curve and a straight about nine hundred fifty six (956) feet to Dwight St.; thence turning and running Northwesterly by said Dwight St. about one hundred twenty one and thirteen hundredths (121.13) feet to Main St.; thence turning and running Southwesterly by said Main St. thirty hundred seventy eight (378) feet, thence turning and running Northwesterly again still by said Main St. four hundred fifty seven (557) feet to Appleton St.; thence turning and running Southwesterly by said Appleton St. about two hundred sixty (260) feet to the front of beginning. **Parcel III to XI inclusive.** - Beginning on Appleton St. at the location of the Connecticut River Railroad, thence running in a general Northwesterly direction by said location on the various lines thereof about sixteen hundred forty two (1642) feet to North St.; thence turning and running Southeastly by said North St. about ninety six (96) feet to Bowers St.; thence turning and running Southwesterly by said Bowers St. about eight hundred twenty (820) feet to land of the Holyoke Water Power Company; thence turning and running Northwesterly by land of said Holyoke Water Power Company ninety (90) feet; thence turning and running Southwesterly by land of said Holyoke Water Power Company and by land of Merrick Lumber Company on a straight line and a curve about seven hundred seventy six (776) feet to Appleton St.; thence turning and running Northwesterly by said Appleton St. about eight by nine (89) feet to the point of beginning. **Parcel XII to XI inclusive.** - are bounded Westerly by the location of said Railroad on a curved line three hundred twenty seven (327) feet; Northwesterly by Lyman St. on a straight line and a curve, one hundred eighty seven and one tenth (187.1) feet; Northwesterly by Bowers St. about three hundred eighteen (318) feet; Southwesterly by North St. about one hundred two (102) feet. **Parcel XII.** - Beginning at the intersection of Bowers and Clay Sts., thence running Northwesterly by said Bowers St. about one hundred forty four (144) feet to Lyman St.; thence turning and running Easterly by said Lyman St. about four (4) feet to land of Lyman & Gault, thence turning and running by said land of Lyman & Gault Northwesterly one hundred thirty eight (138) feet and Westerly nine and seven tenths (9.7) feet to Clay St.; thence turning and running Northwesterly by said Clay St. to the point of beginning.

Said premises are shown in green and numbered in red on the accompanying plan which is made a part hereof and more conveyed to or acquired by the Connecticut River Railroad Company as follows: -

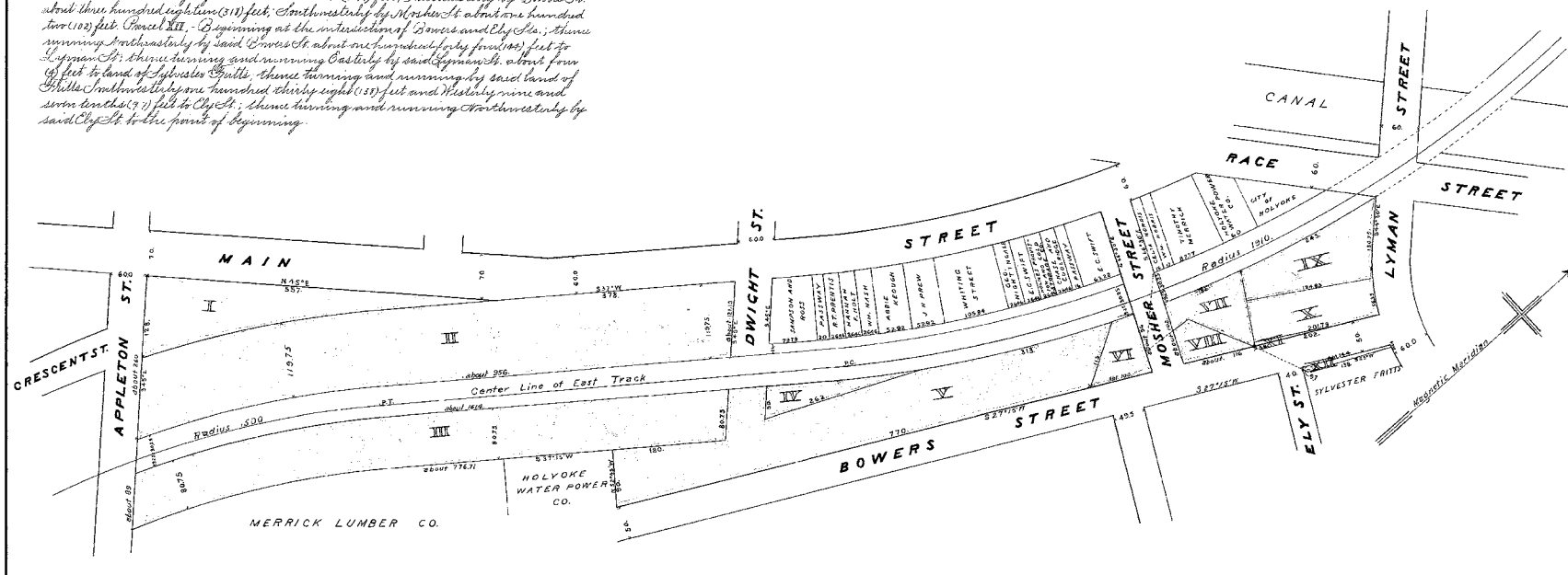
**Parcel I.** - By deed of Holyoke Water Power Company dated October 19, 1866, and recorded with Hampden County Deeds, Book 264, Page 376. **Parcel II to III.** - Recorded with Holyoke Water Power Company dated July 1, 1875 and recorded with said Deeds Book 328, Page 211. **Parcel IV.** - By deed of Holyoke Water Power Company dated November 1, 1867, and recorded with said Deeds Book 284, Page 566. **Parcel V.** - By deed of Holyoke Water Power Company dated July 1, 1875 and recorded with said Deeds, Book 328, Page 213. **Parcel VI.** - was acquired by the location of North St.; **Parcel VII.** - By deed of Holyoke Water Power Company dated April 26, 1878, and recorded with said Deeds Book 305, Page 257. **Parcel VIII.** - By deed of F. A. Wail dated May 25, 1878, and recorded with said Deeds, Book 397, Page 266. **Parcel IX.** - By deed of Merrick Lumber Company dated January 19, 1879, and recorded with said Deeds, Book 413, Page 337. **Parcel X.** - By deed of J. Whelan dated March 12, 1873, and recorded with said Deeds, Book 311, Page 157. **Parcel XI to XII.** - By deed of Hadley Company dated February 26, 1878, and recorded with said Deeds, Book 397, Page 155, to which deeds reference is made for a fuller and further description of the said premises. All courses are magnetic.

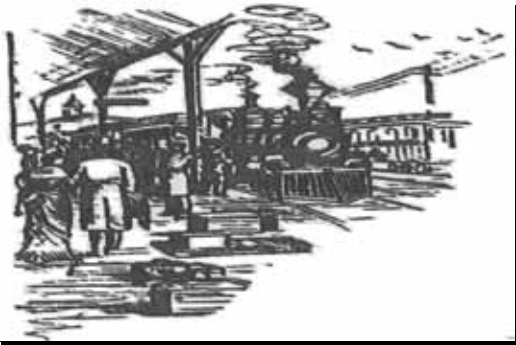
Location  
Plan of Land in  
**Holyoke**  
Purchased or Acquired  
by the

Connecticut River Railroad Company  
for Railroad Purposes  
Filed Pursuant to Chapter 356 of  
the Acts of 1895

Scale 1 in = 100 ft.

March 1896





# HAMPDEN COUNTY RAILROAD PROJECT

**Name of Railroad**

Connecticut River Railroad Co

| DateRecorded | Shelf | Page |
|--------------|-------|------|
| 5/7/1896     | 12    | 19   |

**Towns located on Plan**

Holyoke

**Roads located on Plan**

Prospect St

**Abutter Names located on Plan**

- D Maxkintosh & Sons
- Holyoke Water Power Co
- Holyoke City
- Hadley Falls Ice Co

**Landmarks located on Plan**

|                   |               |
|-------------------|---------------|
| Description Page  | Prospect Park |
| Parcels 1-3       |               |
| Canal             |               |
| Canal Upper Level |               |
| Dam/Lock          |               |
| Connecticut River |               |

**Stations**

Location  
Plan of Land in  
**Holyoke**  
Purchased or Acquired  
by the  
Connecticut River Railroad Company  
for Railroad Purposes  
Filed Pursuant to Chapter 356 of  
the Acts of 1895

Scale 1 in. = 100 ft.

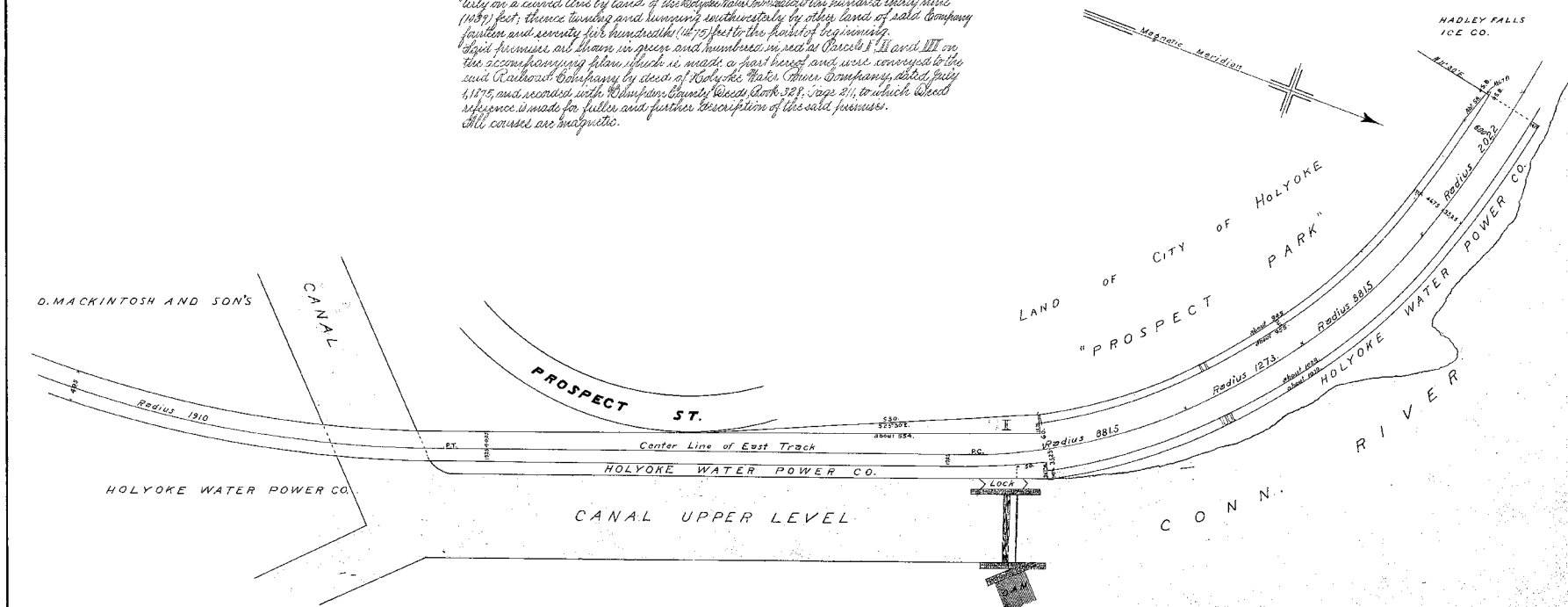
March 1896

Three certain parcels of land in Holyoke, in the County of Hampden, bounded and described as follows:

**Parcel I and II.** Beginning on location of the Connecticut River Railroad at land of Hadley Falls Ice Company; thence running southerly by said Ice Company's land about seven (7) feet to land of the City of Holyoke; thence turning east southerly easterly by land of said City about fifty eight (58) feet to a point that is sixty (60) feet from the center line of said location; thence turning and running on a curve conforming with said sixty (60) feet distant from said center line about nine hundred forty five (945) feet; thence turning and running southerly, still by land of said City, five hundred fifty (550) feet to the location of said Railroad; thence turning at an acute angle and running northwesterly by said location about four hundred fifty four (554) feet; thence turning and running southerly still by said location about one hundred and seventy five hundredths (1675) feet; thence turning and running by said location north westerly and westerly on a curved line about nine hundred fifty five (955) feet to the point of beginning.

**Parcel III.** Beginning on the location of said Railroad at land of the Holyoke Water Power Co. thence running northwesterly and westerly by said location on a curved line about ten hundred and twenty eight (1028) feet; thence turning and running southerly by fifteen and seventy five hundredths (1575) feet; thence turning and running southerly on a curved line by land of the Holyoke Water Power Co. about ten hundred thirty nine (1039) feet; thence turning and running southerly by other land of said Company fifteen and seventy five hundredths (1575) feet to the point of beginning.

Said premises are shown in green and numbered in red in Parcels I, II and III on the accompanying plan, which is made a part hereof and were conveyed to the said Railroad Company by deed of Holyoke Water Power Company, dated July 4, 1895, and recorded with Hampden County Record Book 328, Page 21, to which record reference is made for fuller and further description of the said premises. All courses are magnetic.





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***

5/7/1896

### ***Shelf***

12

### ***Page***

20

### ***Towns located on Plan***

Holyoke

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Hadley Falls Ice Co

Conn River RR

Holyoke Water Power Co

Jones, Pilney

### ***Landmarks located on Plan***

Description Page

Parcels 1-2

Connecticut River

Silver Brook

### ***Stations***

114.15

Two certain parcels of land in Holyoke in the County of Hampden bounded as and described as follows:-

Parcel I, is bounded Northerly by the location of the Connecticut River Railroad one and five tenths (1.5) feet; Easterly by the location of the said Railroad one hundred thirty four and five tenths (134.5) feet; Southerly by the location of said Railroad fourteen and five tenths (14.5) feet, and Westerly by land of Hadley Falls Ice Company and location of said Railroad one hundred thirty four and five tenths (134.5) feet.

Parcel II, is bounded Northerly by Silver Stream Brook about two hundred fifty (250) feet; Easterly by the land of Connecticut River Railroad about one thousand two hundred thirty four (1234) feet; Southerly by land of Holyoke Water Power Company about two

hundred fifty four (1254) feet; and Westerly by land of Holyoke Water Power Company one thousand two hundred and one (1201) feet. Said parcels are shown in green and numbered in red, as Parcel I and II on the accompanying plan which is made a part hereof and was conveyed to the Connecticut River Railroad Company as follows:

Parcel I, by deed of F. H. O'Connor dated May 29, 1871 and recorded with Hampden County deeds Book 251, Page 142.

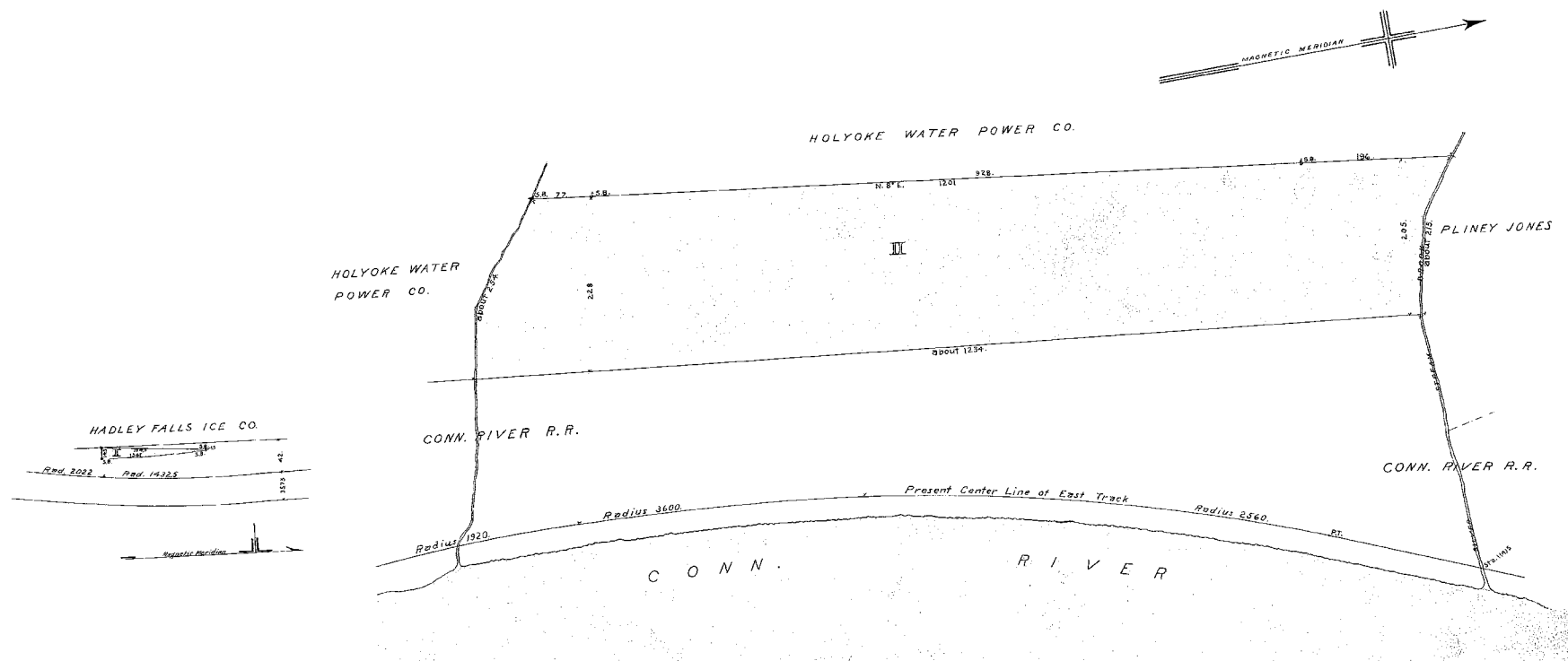
Parcel II, by deed of Holyoke Water Power Company dated April 5, 1873 and recorded with said Deeds, Book 253, Page 254, to which deeds reference is made for a fuller and further description of the said premises. All courts are magnified.

Location  
Plan of Land in  
**Holyoke**  
Purchased or Acquired  
by the

Connecticut River Railroad Company  
for Railroad Purposes  
Filed Pursuant to Chapter 356 of  
the Acts of 1895

Scale lin. = 80 ft.

January 1896





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Maine Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

2/1/1900   13   1

### ***Towns located on Plan***

Chicopee

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Cover Page



# BOSTON AND MAINE RAILROAD

*pursuant to Chapter 356 of the Acts and Resolves passed by the General Court of the Commonwealth of Massachusetts in the year 1895 and to any and all other acts in amendment thereof or hereunto enabling, hereby files its location of certain*

## LANDS WITHIN THE COUNTY OF HAMPDEN

*purchased or acquired by it for railroad purposes. Said lands lie in various towns or cities in the said County and are shown upon the following folios numbered 1, 2, inclusive, and are each severally described and fully set out in the said folios, which are made a part hereof and fully incorporated herein. This is the first of a series of books of*

### LOCATIONS

*filed in the said County of Hampden for the purposes hereinbefore set out. IN WITNESS WHEREOF the said  
BOSTON AND MAINE RAILROAD  
has caused these presents to be executed by its Board of Directors this twenty seventh day of January, 1900.*

Commonwealth of Massachusetts.  
Hampden, ss.  
Office of the Clerk of the County Commissioners.  
Filed February 1st, 1900.  
Attest: Robert O. Morris Clerk.

*Lucius Little*  
*Samuel B. Lawrence*  
*Lemuel Leary*  
*Henry Whitman*

*Michael Oliver*  
*James P. Rice*  
*William Whiting*  
*John D. Rice*

DIRECTORS OF THE BOSTON AND MAINE RAILROAD.

*Boston Jan 31, 1900*  
*I certify that this record of locations is prepared in conformity with the Rules prescribed by the Board of RR. Commissioners under the provisions of section 93 of chap. 112 P.S.*

*Mark Crafts*  
*clerk Bd. RR. Com.*





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Maine Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

2/1/1900   13   2

### ***Towns located on Plan***

Chicopee

### ***Roads located on Plan***

Chicopee St

### ***Abutter Names located on Plan***

Pease, Sarah Z

Chapin, Chester W

Stoddard, EA

Shaw, Dwight L

Chapin, WD

### ***Stations***

### ***Landmarks located on Plan***

Description Page

Connecticut River RR

Parcels 1 & 2



A certain parcel of land in Chicopee, in the County of Hampden, bounded and described as follows, to wit:—

Parcels I and II. Beginning at land of Chester W. Chapin and at the location of the Connecticut River Railroad, and thence running North  $14^{\circ}50'$  East by said location ninety-nine (99) feet; thence turning and running South  $84^{\circ}45'$  East eight (8) feet by said location; thence North  $14^{\circ}30'$  East, still by said location, one hundred nineteen and four-tenths (119.4) feet to Chicopee Street; thence South  $17^{\circ}40'$  East by said Chicopee Street one hundred twenty-eight (128) feet; thence South  $84^{\circ}45'$  East, still by said Chicopee Street, fifteen (15) feet; thence South  $7^{\circ}4'$  East, still by said Chicopee Street, one hundred (100) feet to said land of Chapin; thence North  $84^{\circ}45'$  West by said Chapin land one hundred thirty-two and  $\frac{53}{100}$  (132.53) feet to the point of beginning at said Railroad location.

Said parcel is shown in green and numbered in red as Parcels I and II on the accompanying plan, which is made a part hereof, and was conveyed to the Boston and Maine Railroad by two deeds, as follows:—

Parcel I, by deed of Chester W. Chapin, dated April 3, 1899, and recorded with Hampden deeds, book 599, page 577.

Parcel II, by deed of Sarah Z. Pease et al, dated May 15, 1894 and recorded with Hampden deeds, book 601, page 546, to which deeds further reference is hereby made for fuller and further description of the said premises.

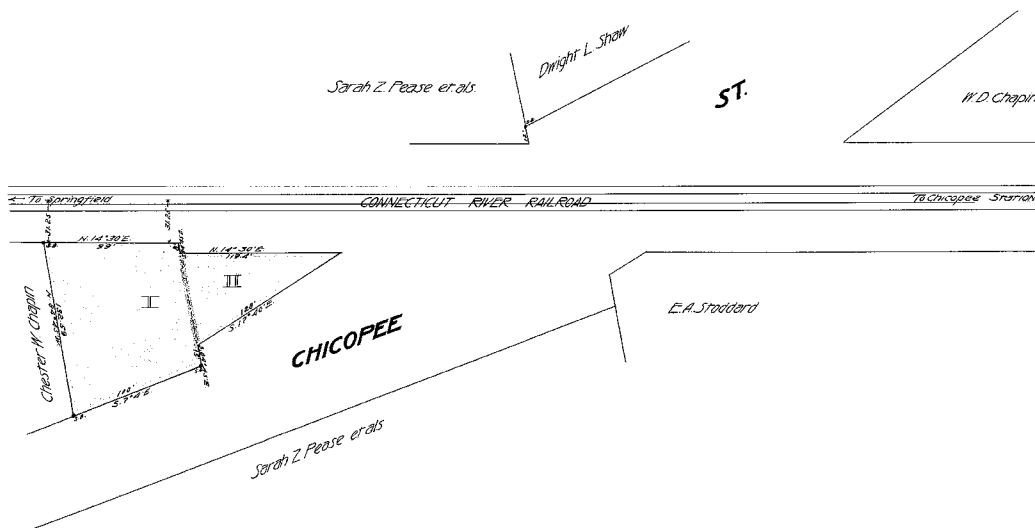
The courses are magnetic.

—LOCATION—  
Pursuant to Chapter 356 of the Acts of 1895  
and acts in amendment thereof  
of Lands in

## CHICOPEE

purchased or acquired by the  
BOSTON & MAINE RAILROAD  
for Railroad purposes

Scale, 1 in. = 50 ft. January—1900





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Boston & Maine Railroad

| <b><i>Date Recorded</i></b> | <b><i>Sheet</i></b> | <b><i>Page</i></b> |
|-----------------------------|---------------------|--------------------|
|-----------------------------|---------------------|--------------------|

|          |    |   |
|----------|----|---|
| 2/1/1900 | 13 | 3 |
|----------|----|---|

### ***Towns located on Plan***

Chicopee

### ***Roads located on Plan***

Columba St

### ***Abutter Names located on Plan***

Stedman, Phineas

Chapin, Chester W

Chapin, Chester W

McKnistry, AW

### ***Stations***

### ***Landmarks located on Plan***

Description Page

Connecticut River RR

Parcels 1-4



Four certain parcels of land in Chicopee, in the County of Hampden, bounded and described as follows, to wit:—

Parcel I. Northerly by Columbia Street, three measuring fifty (50) feet; Easterly by land of Chester W. Chapin, one thousand and twenty (1021) feet; Southerly by land of Phineas Friedman, fifty and  $\frac{13}{100}$  (50.13) feet; and Westerly by land of Chester W. Chapin one thousand and twenty-four and one-half (1024.5) feet; said parcel being fifty feet wide at right angles throughout.

Parcel II. Southerly by Columbia Street, fifty (50) feet; Westerly by land of Chester W. Chapin, three hundred and eighty and one-half (380.5) feet; Northerly by land of A. W. McKimstry, fifty and  $\frac{70}{100}$  (50.07) feet; and Easterly by land of said Chapin three hundred and eighty-two (382) feet; said parcel being fifty feet wide at right angles throughout its length, and the Southeastern corner thereof being five hundred and seventy (570) feet Westerly from the location of the Connecticut River Railroad, measuring along the Northerly side of said Columbia Street.

Parcel III. Northerly by Columbia Street, fifty and two-tenths (50.2) feet; Easterly by land of said Chapin, one thousand and one (1001) feet; Southerly by land of Phineas Friedman, fifty-one and seven-tenths (51.7) feet; and Westerly by land of said Chapin one thousand and nine and one-tenth (1009.1) feet; said parcel being fifty feet wide at right angles throughout its length.

Parcel IV. Southerly by Columbia Street, fifty and three-tenths (50.3) feet; Westerly by land of said Chapin, five hundred and nineteen (519) feet; Northerly by land of A. W. McKimstry, fifty (50) feet; and Easterly by land of said Chapin five hundred and twenty-four (524) feet; said parcel being fifty feet wide at right angles throughout its length, and the Southeastern corner thereof being three hundred and sixty (360) feet Easterly from the location of the Connecticut River Railroad, measuring along the Northerly side of said Columbia Street.

Said parcels are shown in green and numbered in red as parcels I, II, III and IV on the accompanying plan, which is made a part hereof, and were conveyed to the Boston and Maine Railroad by deed of Chester W. Chapin, dated February 3, 1899 and recorded with Hampden Deeds, book 599, page 574, to which deed reference is hereby made for fuller and further description of the said premises.

All courses are magnetic.

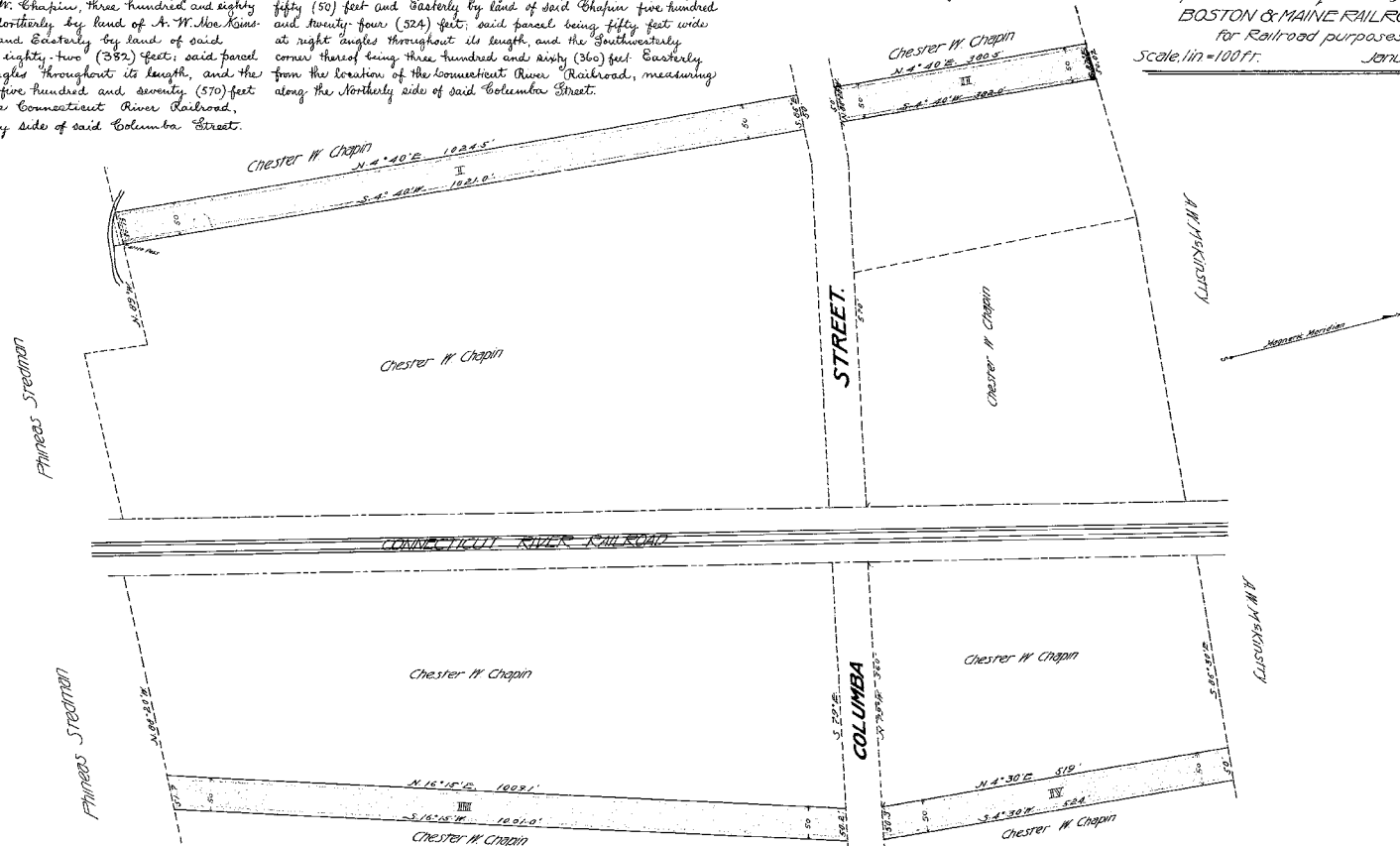
~ LOCATION ~

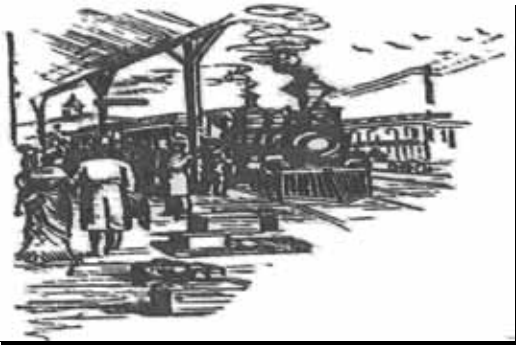
Pursuant to Chapter 356 of the Acts of 1895 and acts in amendment thereof of LANDS IN

**CHICOPEE**

purchased or acquired by the  
BOSTON & MAINE RAILROAD  
for Railroad purposes

Scale, 1 in = 100 ft. January 1900





# HAMPDEN COUNTY RAILROAD PROJECT

**Name of Railroad**

Boston & Maine Railroad

| DateRecorded | Shelf | Page |
|--------------|-------|------|
| 10/24/1900   | 14    | 1    |

**Towns located on Plan**

Chicopee

**Roads located on Plan**

McKinstry Av

**Abutter Names located on Plan**

- B & M RR Co
- Boston & Maine RR
- Chapin,Chester W
- Macomber,George H
- McKinstry,Alfred W(guardian)
- McKinstry,Alfred W
- Cowles,Mary

**Landmarks located on Plan**

- Description Page
- Parcels 1-4

**Stations**

Four certain parcels of land in Chicopee in said County of Hampden, bounded and described as follows, to wit:—

Parcel I. Southerly by land of Boston & Maine Railroad, formerly of Chester W. Chapin, there measuring fifty (50) feet; Westerly by land of Alfred W. McKinstry, Guardian, seven hundred forty-six and one-tenth (746.10) feet; Northerly by McKinstry Avenue, fifty and  $\frac{15}{100}$  (50.15) feet; and Easterly by other land of said Alfred W. McKinstry, Guardian, seven hundred fifty (750) feet.

Parcels II, III and IV. Southerly by land of the Boston and Maine Railroad, formerly of Chester W. Chapin, fifty and  $\frac{2}{100}$  (50.02) feet; Westerly by land of George H. Macomber, there measuring two hundred sixty and one-half (260.5) feet, by land of Patrick J. Hartnett two hundred sixty-one (261) feet and by land of Alfred W. McKinstry and Mary E. Cowles, three hundred twenty-seven and one-half (327.5) feet, the total length of the Westerly side being eight hundred forty-nine (849) feet; Northerly by McKinstry Avenue, fifty and nine-tenths (50.90) feet, and Easterly by land of Alfred W. McKinstry and Mary E. Cowles three hundred sixteen and five-tenths (316.5) feet, by land of Patrick J. Hartnett two hundred sixty-one (261) feet and by land of George H. Macomber two hundred sixty and one-half (260.5) feet, the whole length of the Easterly side being eight hundred thirty-eight (838) feet.

Said parcels are shown in green and numbered in red as Parcels I, II, III and IV on the accompanying plan, which is made a part hereof, and were conveyed to said Boston and Maine Railroad by four deeds, as follows:—

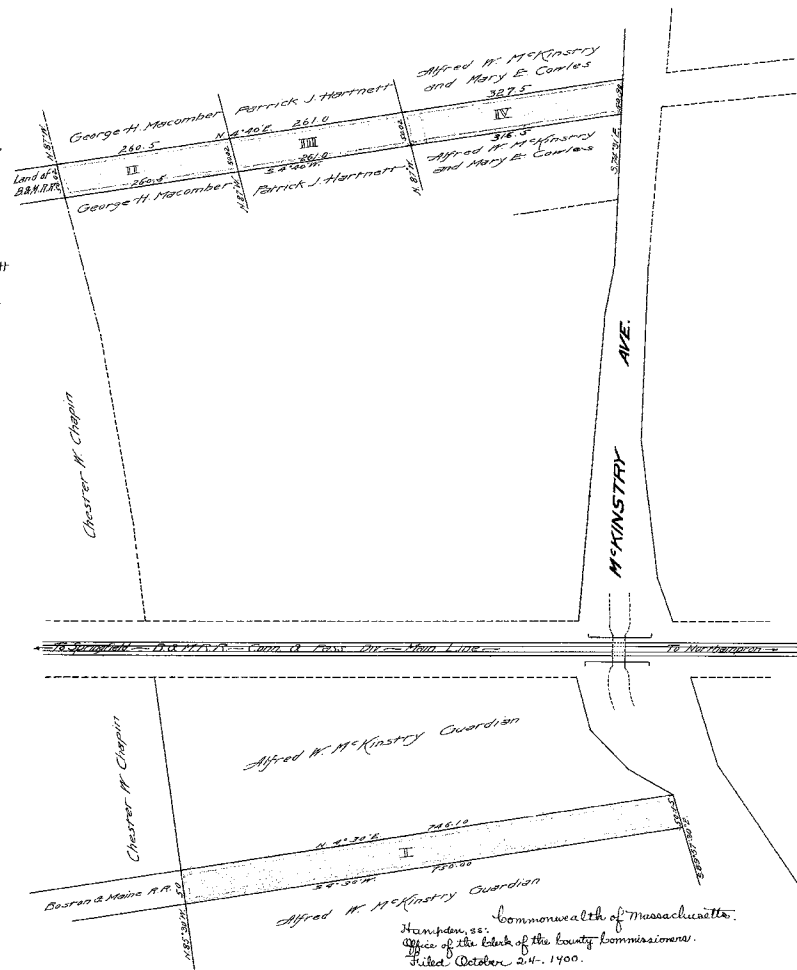
Parcel I, by deed of Alfred W. McKinstry, Guardian, dated November 17, 1899, and recorded with Hampden Deeds, book 611, page 376.

Parcel II, by deed of George H. Macomber, dated November 22, 1899, and recorded with Hampden deeds, book 600, page 166.

Parcel III, by deed of Patrick J. Hartnett, dated Nov. 22, 1899, and recorded with Hampden deeds, book 600, page 246.

Parcel IV, by deed of Alfred W. McKinstry and Mary E. Cowles, dated November 15, 1899, and recorded with Hampden deeds, book 596, page 555; to which deeds reference is hereby made for fuller and further description of the said premises.

The courses are magnetic.



THE BOSTON & MAINE RAILROAD  
Pursuant to Chapter 336 of the Acts and Resolves  
passed by the  
General Court of the Commonwealth of Massachusetts  
in the Year 1895  
and every and all amendments in amendment thereof or hereunto enabling  
hereby files its Location of certain Land within the

## COUNTY OF HAMPDEN

purchased or acquired by it for Railroad purposes  
Said land lies in the City of CHICOPÉE in the said County and is described  
and fully set out herein  
This is the second of a series of Books of Locations  
Filed in the said County of Hampden for the purposes hereinbefore set out  
IN WITNESS WHEREOF—THE SAID BOSTON & MAINE RAILROAD  
has caused these presents to be executed  
by its BOARD OF DIRECTORS this 1st day of October 1900

*James H. White*  
*Joseph H. White*  
*James H. White*  
*James H. White*  
*James H. White*  
*James H. White*  
*James H. White*  
*James H. White*

Directors of Boston & Maine Railroad

Boston Oct. 17, 1900.  
I certify that this record of location is  
prepared in conformity with the rules prescribed by  
the Board of Railroad Commissioners under the provisions  
of Act. 93 Chap. 112, A.S.

*Wm. A. Crafts* Clerk

Commonwealth of Massachusetts.  
Hampden, ss:  
Office of the Clerk of the County Commissioners.  
Filed October 24-1900.  
Attest:  
*Robert O. Morris* Clerk.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Connecticut River Railroad Co

### ***Date Recorded***   ***Sheet***   ***Page***

4/4/1899   14   2

### ***Towns located on Plan***

Holyoke

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page

Parcel 1

Connecticut River



A certain parcel of land in the office in said County of Hampden, bounded and described as follows, to wit:-  
Beginning at a stone bound at the location of the Connecticut River Railroad, distant Northwesterly seventy two (72) feet from the face of the North abutment of the Connecticut River bridge and distant Easterly one hundred and one fourth (19.25) feet from the center line of location of said Railroad; and thence running N. 19° 20' W. by land of the Connecticut River Railroad Company about one hundred (100) feet; thence turning and running S. 26° 49' E. one hundred (100) feet; thence still southeasterly twenty seven and 1/2 (27.16) feet to a stone bound; thence S. 65° 55' W. thirteen and 1/2 (13.13) feet to a stone bound at said location; thence by said location N. 25° 22' W. twenty seven and 1/2 (27.16) feet to the point of beginning.

Said premises are shown in green and numbered in red as Parcel II on the accompanying plan, which is made a part hereof and once conveyed to the said Connecticut River Railroad Company by the Smith and White Manufacturing Company by its deed dated April 11, 1898 and recorded with Hampden Deeds, Book 516, Page 420; to which deed reference is hereby made for further and fuller description of the said premises.

The courses are magnetic.

# **The CONNECTICUT RIVER RAILROAD COMPANY**

Pursuant to Chapter 358 of the Acts and Resolves passed by the General Court of the Commonwealth of Massachusetts in the year 1895 and to any and all other acts in amendment thereof or hereunto enabling, hereby files its location of certain

## **LAND WITHIN THE COUNTY OF**

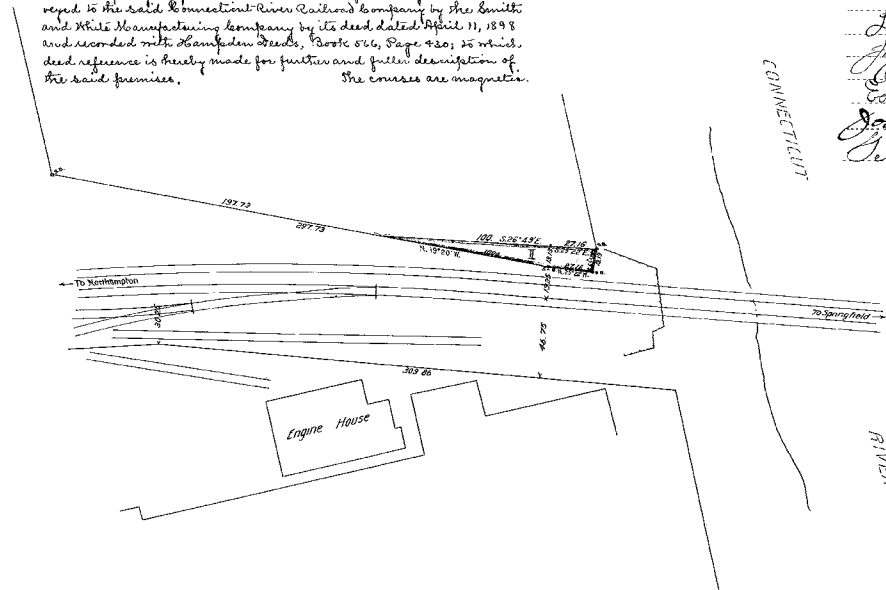
## **HAMPDEN**

purchased or acquired by it for railroad purposes. Said land lies in the City of HOLYOKE in the said County and is described and fully set out herein.

This is the second of a series of books of locations filed in the said County of Hampden for the purposes hereinbefore set out.

In Witness Whereof the said CONNECTICUT RIVER RAILROAD COMPANY has caused these presents to be executed by its Board of Directors, this thirty first day of March, 1899.

*Frederic M. Little*  
*August H. Little*  
*Wm. C. and Edw. C. Little*  
*Edmund P. Herndon*  
*James D. Sturges*  
*George H. Ball*



Commonwealth of Massachusetts.

Hampden, ss.

Clerk's Office of the County Commissioners.

Filed April 7th, 1899.

Attest: Robert O. Morris Clerk.

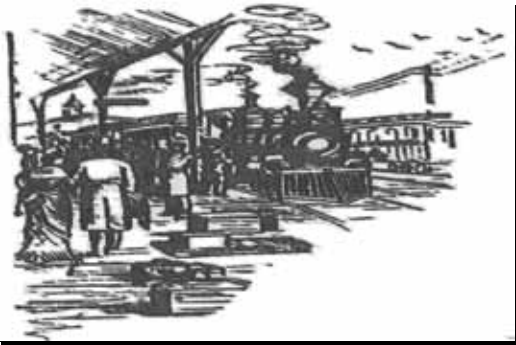
Boston March 31, 1899.

I Certify that this record of location is prepared in conformity with the Rules prescribed by the Board of R.R. Commissioners under the provisions of Sect. 93 Chap. 112, P.S.

Wm. A. Crocker,  
Chief of R.R. Com.

Scale, 1 inch = 40 feet





# HAMPDEN COUNTY RAILROAD PROJECT

**Name of Railroad**

Connecticut River Railroad Co

| DateRecorded | Shelf | Page |
|--------------|-------|------|
| 9/12/1903    | 14    | 3    |

**Towns located on Plan**

Chicopee

**Roads located on Plan**

Main St  
Grove St

**Abutter Names located on Plan**

Chicopee Manufacturing Co

**Landmarks located on Plan**

Description Page  
Parcel 1  
Canal

**Stations**





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Northampton & Springfield Railroad

### ***Date Recorded***

2/1/1845

### ***Sheet***

15

### ***Page***

1

### ***Towns located on Plan***

Chicopee

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Jones, Pliney

Street, John

Hastings, Street

Street, Joshua

### ***Stations***

### ***Landmarks located on Plan***

Hampshire County Line

Connecticut River

Dam



Northampton & Springfield Railroad  
Location in Hampden County No. 7

Scale 400 Ft to an Inch

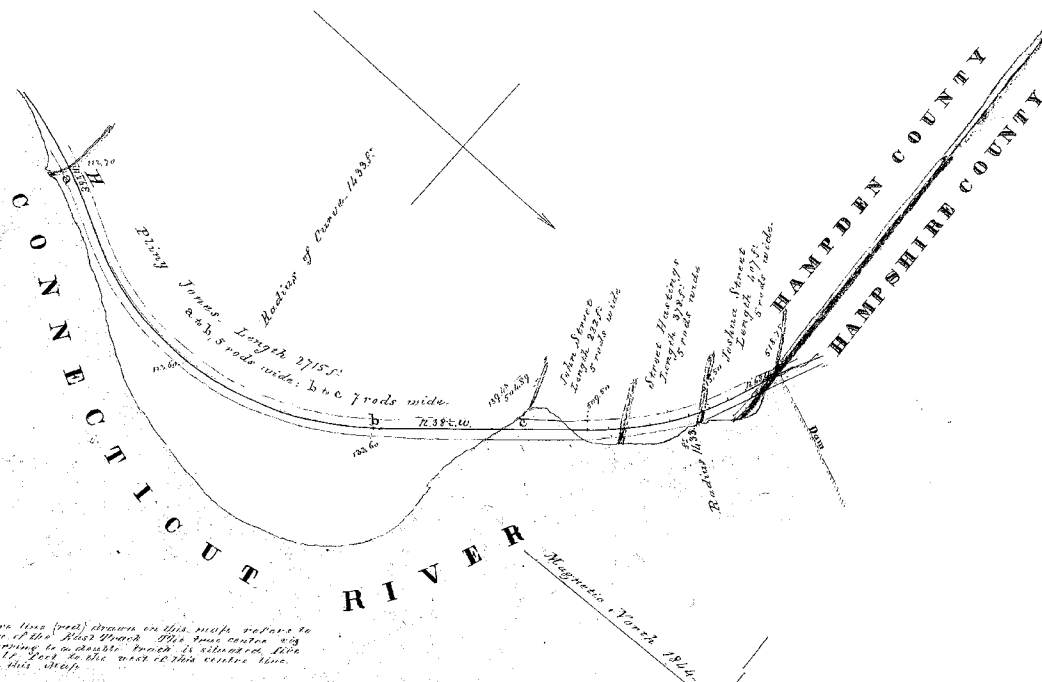
At a Meeting of the Board of Directors of the Northampton & Springfield Railroad Corporation, duly convened, organized and held at Springfield, Feb. 27, 1845.

The Engineer submitted this day of the location of the Northampton & Springfield Railroad from Station 200 to the line of the County of Hampshire.

Ordered that said map be signed by a majority of the Directors as designed by the Clerk and that the same be filed with the County Commissioners of the County of Hampshire as the location of said Road from Station 200 to the line of the County of Hampshire.

Attest: *Saml. H. Spence* Clerk of said Corporation

*Erastus Hopkins*  
*Phillips Ripley*  
*Ephraim Williams*  
*John Chase*  
*Saml. W. Mills* } Directors.



*John Childs*  
 Engineer

Hampden Co. Clerk's Office of the County Commas  
 given February 27, 1845 filed this day  
 (1845 627)  
*Attest Richd. Bishop* Clerk  
 of Co. Commas



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Northampton & Springfield Railroad

### **Date Recorded    Sheet    Page**

2/1/1845            15            2

### **Towns located on Plan**

Chicopee

### **Roads located on Plan**

Rd  
Farm Rd  
St

### **Stations**

### **Landmarks located on Plan**

Williamnsett  
School Grounds  
Mill Pond  
Connecticut River  
Hadley Falls Co  
Connecticut River

### **Abutter Names located on Plan**

Chapin, Orange            Chapin, Warren  
Keele, S(Carner)            Ely, John D  
Griswold, Lucy            Chapin, Warren  
Sykes, Jesse  
Taylor, Sylvester  
Southworth, Wells  
Locks & Canal Co  
Atkins, Ruben  
Chapin, Warren  
South Hadley Falls Co  
Day, Michael







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Northampton & Springfield Railroad

### **Date Recorded**

2/1/1845

### **Shelf**

15

### **Page**

3

### **Towns located on Plan**

Chicopee

### **Roads located on Plan**

Rd

Chicopee St

Rd

### **Landmarks located on Plan**

Cabotville

Chicopee River

Mill Race

### **Abutter Names located on Plan**

Perry, Lewis (Jr)

Whiting, Seth

Chapin, William

Ferry, Lewis

Chapin, Quartus

Ferry, Lewis

Chapin, Chester W

Chapin, Giles S

Chapin, Norman

Sredman, Levi

Hobart

Chapin, Frederick

Wright, Eber

Sredman, Seth

McKinstry, J (heirs of  
Rev)

McKinstry, Persius

Chapin, Frederick

Chapin, Austin

McKinstry, J (heirs of  
Rev)

Keele, Otis

Chapin, Orange

Chapin, Sumner

Griswold, Joseph

Chapin, Dormer

Chapin, Whitman

### **Stations**

[illegible][illegible]





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Northampton & Springfield Railroad

### ***Date Recorded***

6/28/1845

### ***Sheet***

15

### ***Page***

4

### ***Towns located on Plan***

Chicopee

### ***Roads located on Plan***

F St

Main St

Water St

H St

W St

R St

### ***Stations***

### ***Landmarks located on Plan***

Cabotville

Connecticut River

### ***Abutter Names located on Plan***

Stebbins, Festus

Sargent, Horatio

Colby, AG

Stebbins, Walter

Stebbins, Geo

Stebbins, Calvin

Stebbins, George

Stebbins

Stebbins, Festus

Brewer

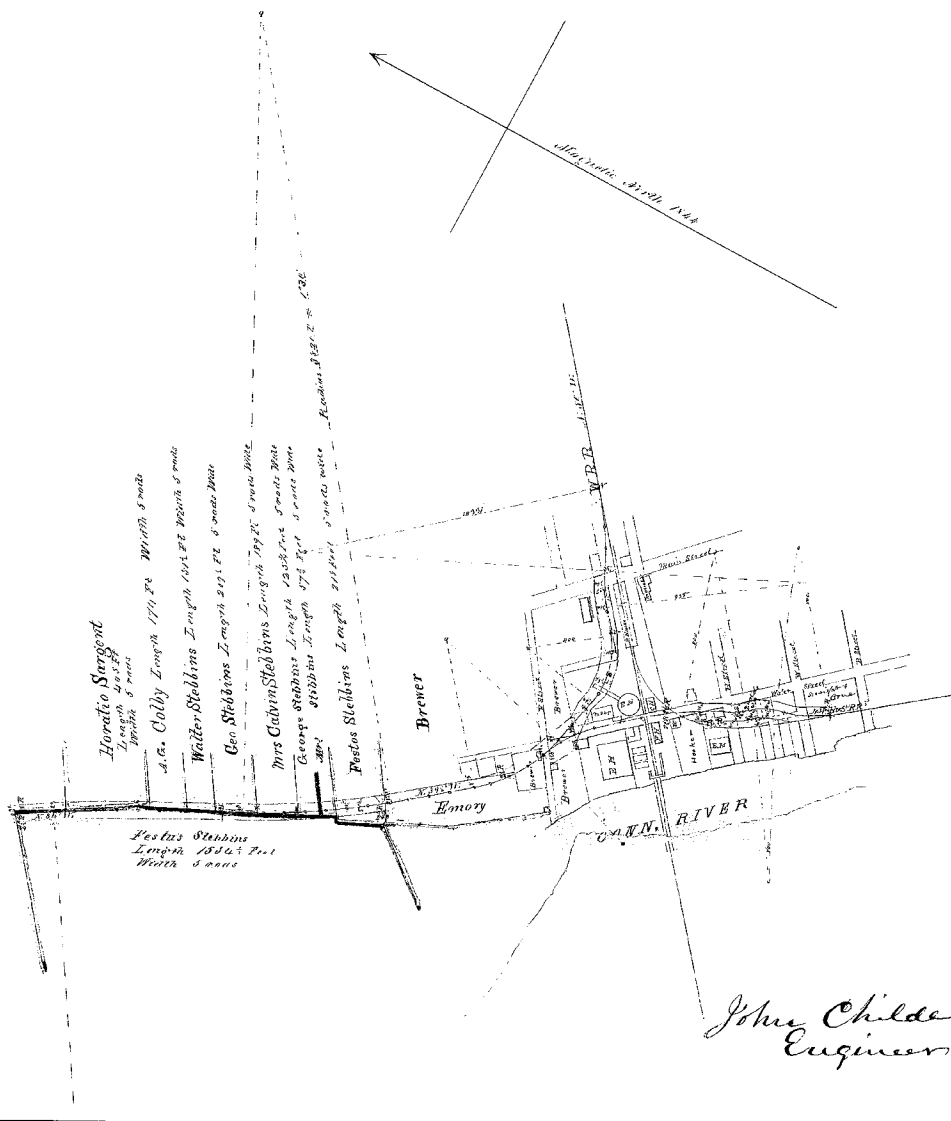
Emory



# Northampton & Springfield Railroad

## Location in Hampden County No. 1

Scale 400 Feet to an Inch



A Meeting of the Board of Directors of the Northampton and Springfield Rail Road Corporation duly ordered and notified held at Springfield June 24 - 1845

The Engineer submitted this Map of the definite location of the Northampton & Springfield Rail Road from the southern terminus to the line of the County of Hampshire and also the Marsh Wood cut for at the North in Cabotville.

Ordered that said Map be signed by majority of the Directors and countersigned by the Clerk and that the same be filed with the Commissioners of the County of Hampshire at the location of said Rail Road in the County of Hampshire within said townships.

Attest  
Saml H. Spence Clerk

Ernestus Hopkins.  
Ephraim Williams  
Saml H. Spence  
Phillip Ripley  
Jesse K. Wells

Directors.

Saml H. Spence Clerk

Hampden I hereby certify that this and the accompanying Sheets being No. 1 to No. 7 inclusive were filed in the Clerk's Office of this County Commissioners for the County of Hampshire June 28<sup>th</sup> 1845

Attest Richd Bliss Clerk of County Commissioners



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Northampton & Springfield Railroad

### **Date Recorded**

6/28/1845

### **Sheet**

15

### **Page**

5

### **Towns located on Plan**

Chicopee

### **Roads located on Plan**

### **Stations**

### **Landmarks located on Plan**

(a corner)

### **Abutter Names located on Plan**

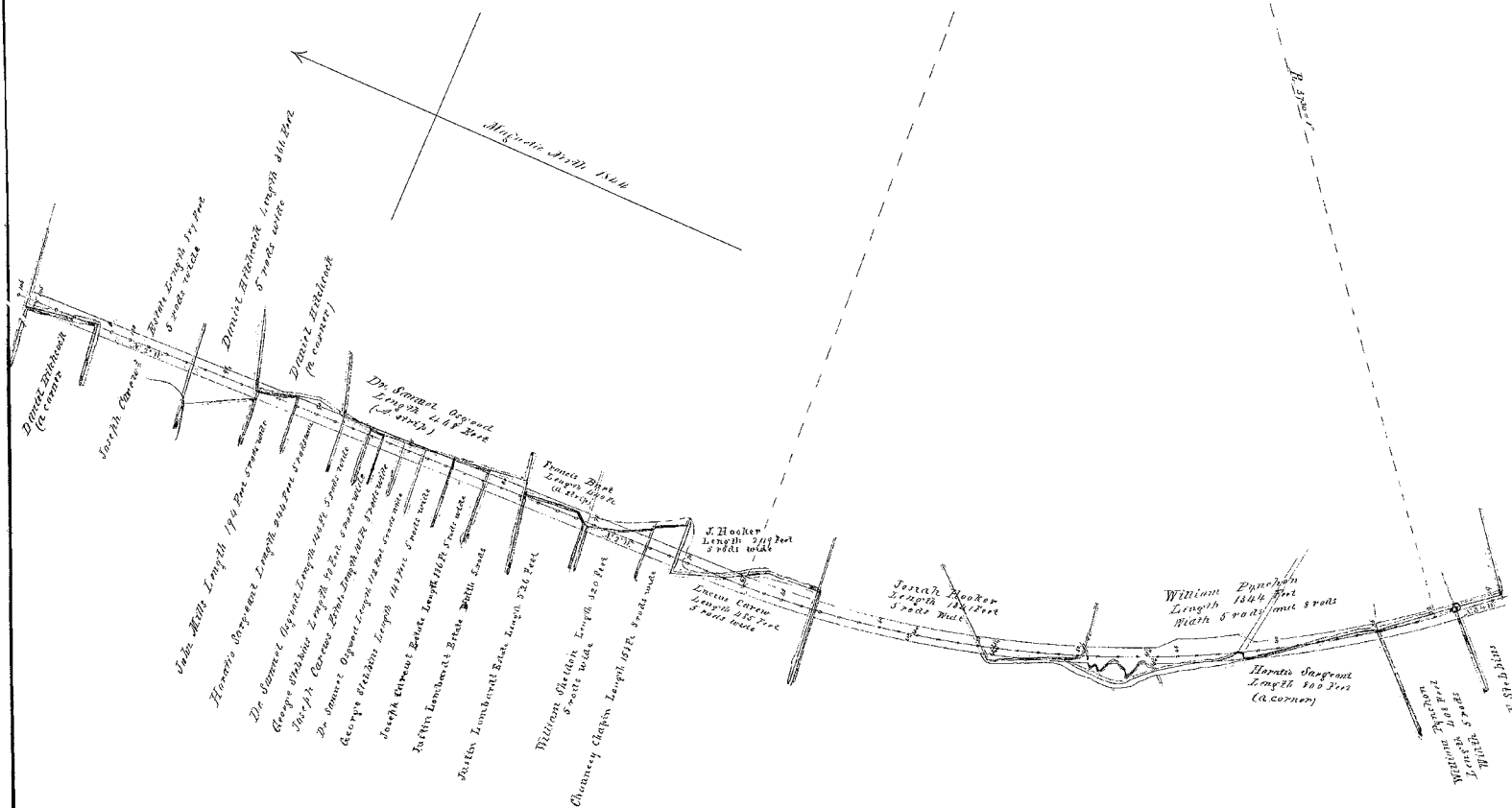
|                    |                      |             |
|--------------------|----------------------|-------------|
| Hitchcock, Daniel  | Carew, Joseph(est)   | Stebbins, F |
| Carew, Joseph(est) | Lombard, Justin(est) |             |
| Hitchcock, Daniel  | Burt, Franeis        |             |
| Mills, John        | Sheldon, William     |             |
| Hitchcock, Daniel  | Chapin, Channcey     |             |
| Sargent, Horatio   | Carew, Lueius        |             |
| Osgood, Samuel     | Hooker, J            |             |
| Stebbins, George   | Hooker, Josiah       |             |
| Carew, Joseph(est) | Pynchon, William     |             |
| Osgood, Daniel     | Sargent, Horatio     |             |
| Stebbins, George   | Pynchon, William     |             |



Northampton & Springfield Railroad

Location in Hampden County No. 2.

Scale 400 Feet to an Inch





## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Northampton & Springfield Railroad

### **Date Recorded    Sheet    Page**

6/28/1845      15      6

### **Towns located on Plan**

Chicopee

### **Roads located on Plan**

Rd

### **Stations**

### **Landmarks located on Plan**

Connecticut River  
(a corner)

### **Abutter Names located on Plan**

|                   |                |
|-------------------|----------------|
| Carle, Michael    | Burt, Eli      |
| Chapin, Veranus   | Stebbins, Seth |
| Bemis, McClelland | Murphy, Justin |
| McDonnelly, Mary  | Wait, Alanzo   |
| Ranally, Matthew  | Stebbins, Seth |
| Miller, William   |                |
| Stephens, Josiah  |                |
| RR Co             |                |
| Chapin, Pliny     |                |
| Slane, Eliah      |                |
| Chapin, Pliny     |                |



Location in Hampden County No 3.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Northampton & Springfield Railroad

### ***Date Recorded***

6/28/1845

### ***Sheet***

15

### ***Page***

7

### ***Towns located on Plan***

Chicopee

### ***Roads located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

( a Strip)

Chicopee River

(a corner)

Mill Races

### ***Abutter Names located on Plan***

Ferry, Lewis

Whiting, Seth

Chapin, William

Perry, Lewis (Jr)

Canal Co

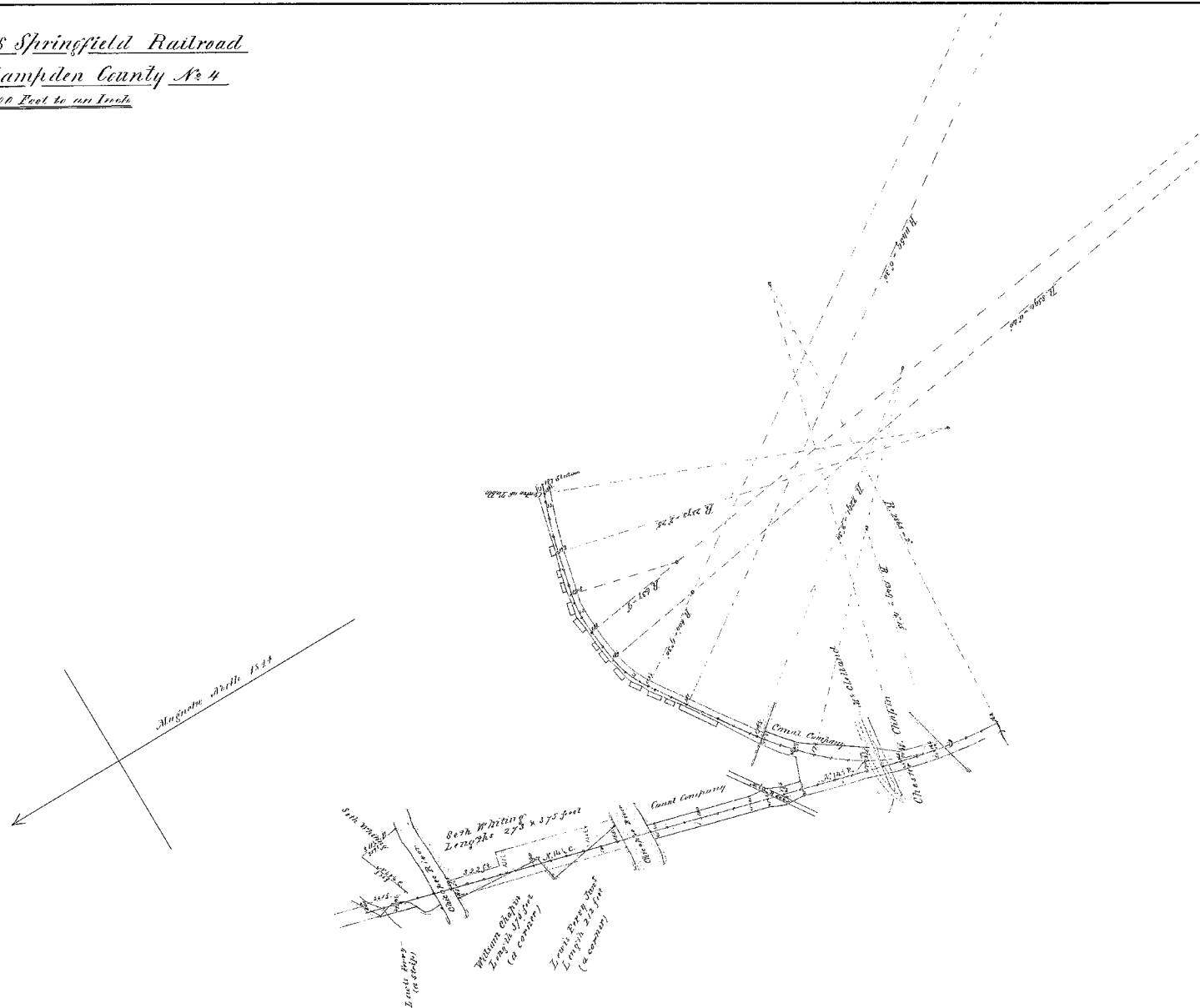
McClelland

Chapin, Chester W

Canal Co



Scale 400 Feet to an Inch







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Northampton & Springfield Railroad

### **Date Recorded**

6/28/1845

### **Shelf**

15

### **Page**

8

### **Towns located on Plan**

Chicopee

### **Roads located on Plan**

Rd

Chicopee St

### **Landmarks located on Plan**

Connecticut River

Mill Race

Chicopee River

(a corner)

### **Abutter Names located on Plan**

Perry, Lewis (Jr)

Hobard

Chapin, Sumner

Whiting, Seth

Chapin, Frederick

Griswold, Joseph

Chapin, William

Wright, Eber

Chapin, Dormer

Whiting, Seth

Stedman, Seth

Chapin, William

Lewis, Ferry

McKinstry, J (heirs of Rev)

Chapin, Quartus

McKinstry, Persius

Ferry, Lewis

Chapin, Frederick

Chapin, Chester W

Chapin, Austin

Chapin, Giles S

McKinstry, J (heirs of Rev)

Chapin, Norman

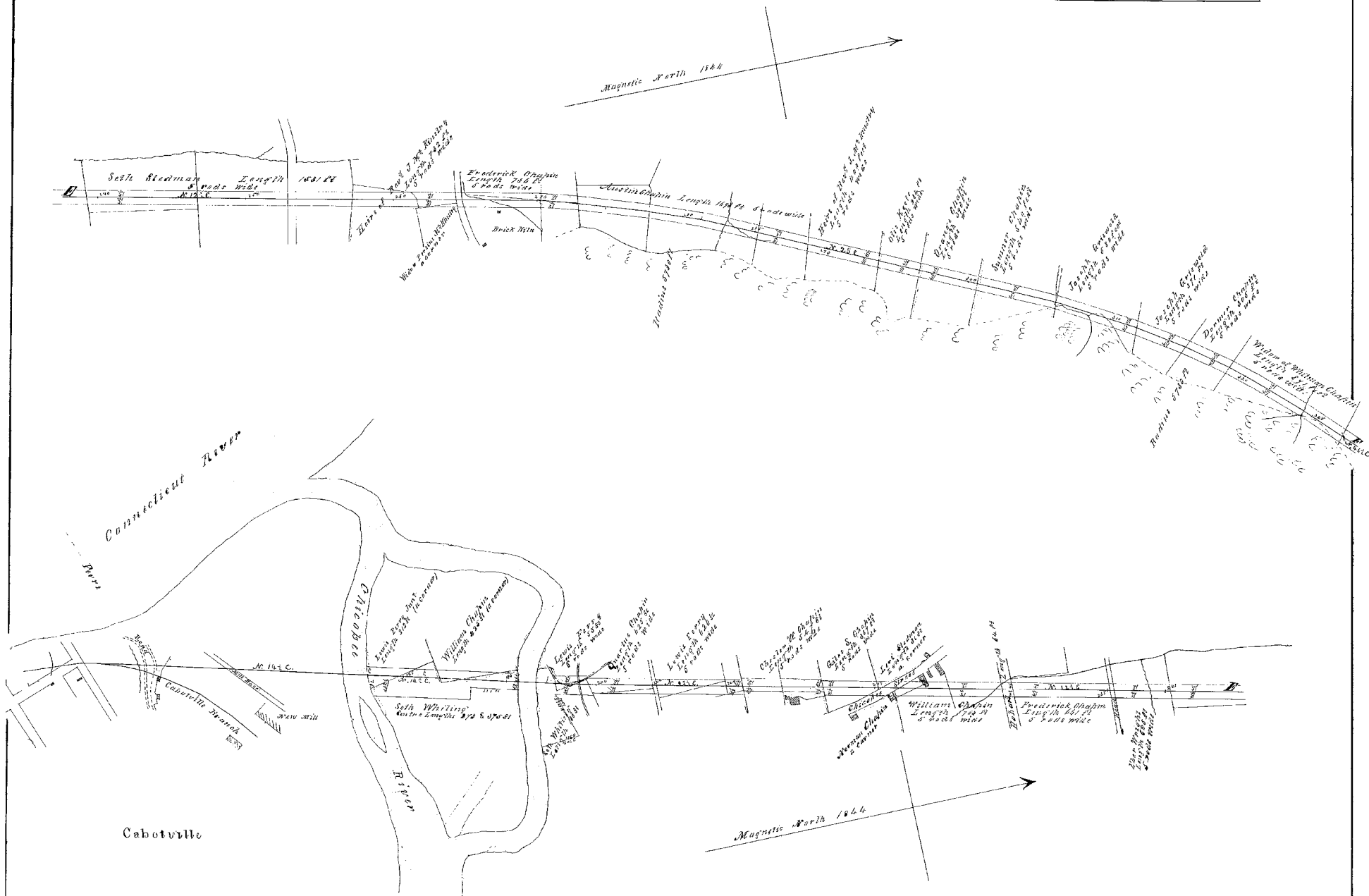
Keele, Otis

Chapin, William

Chapin, Orange

### **Stations**

Northampton & Springfield Railroad  
Location in Hamden County N.C.  
Scale 400 feet to an Inch





## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Northampton & Springfield Railroad

### **Date Recorded**

6/28/1845

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9

### **Towns located on Plan**

Chicopee

### **Roads located on Plan**

Rd

Farm Rd

St

Rd

### **Stations**

### **Landmarks located on Plan**

Willimansett

(a corner)

School Grounds

Mill Pond

Connecticut River

Hadley Falls Co

### **Abutter Names located on Plan**

Chapin, Orange

Chapin, Warren

Keele, S

Ely, John D

Griswold, Lucy

Chapin, Warren

Sykes, Jesse

Taylor, Sylvester

Southworth, Wells

Locks & Canal Co

Atkins, Reuben

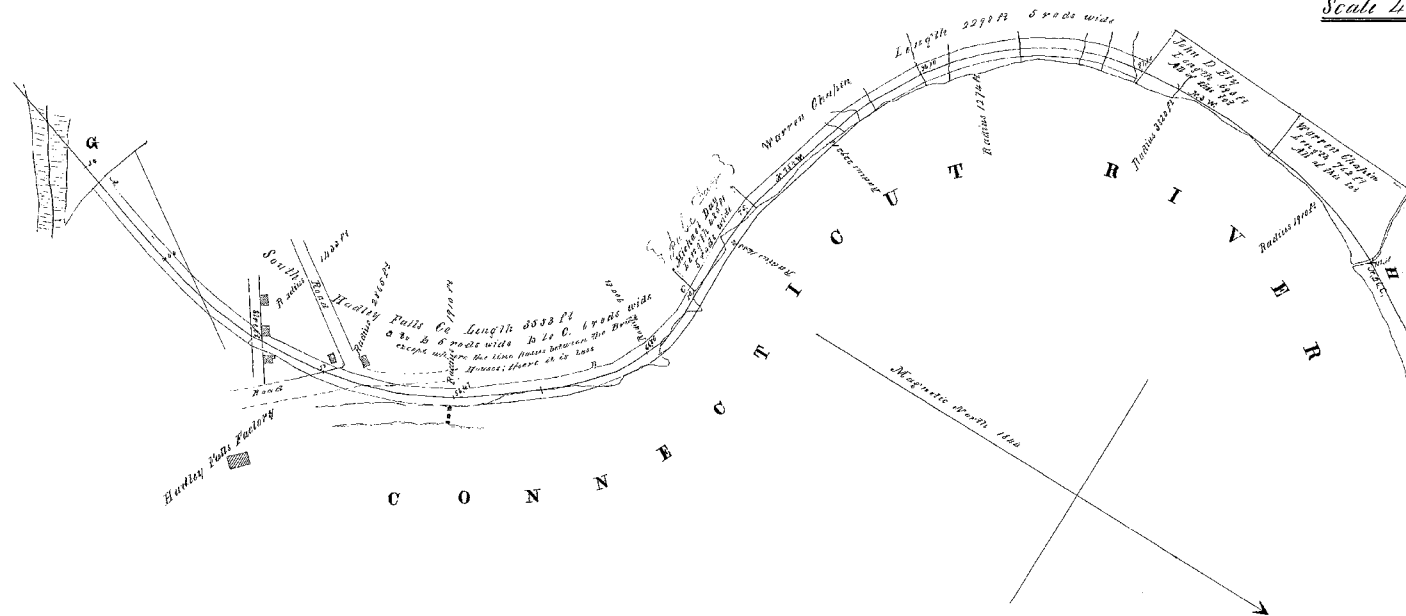
Chapin, Warren

South Hadley Falls Co

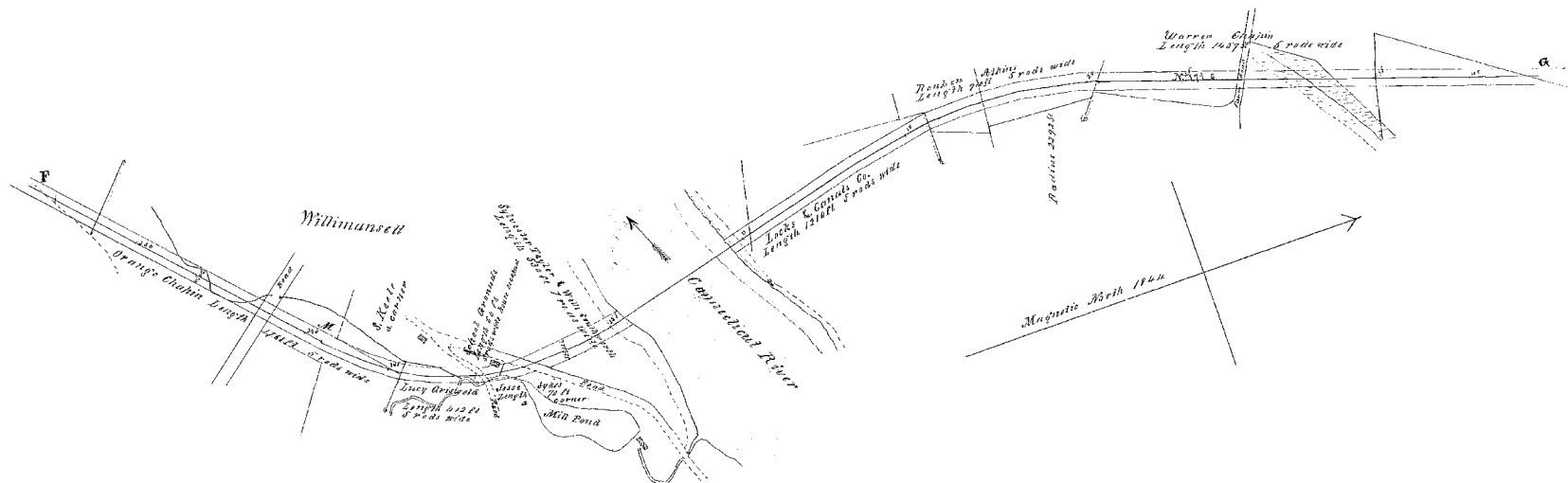
Day, Michael



Northampton & Springfield Railroad  
Location in Hampden County No. 6  
Scale 400 Feet to an Inch



*Note The center line (trail) shown on this map refers to the center of the First Bend. This true center was found by following to its double back as indicated being used as a guide first to the west of this center line shown on this map. That part of the line situated between A and B, is an extension of this main line the center line on this map indicates the true center of the double back.*





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Northampton & Springfield Railroad

### ***Date Recorded***

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10

### ***Towns located on Plan***

Chicopee

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Jones, Piney

Street, John

Hastings, Street

Street, Joshua

### ***Stations***

### ***Landmarks located on Plan***

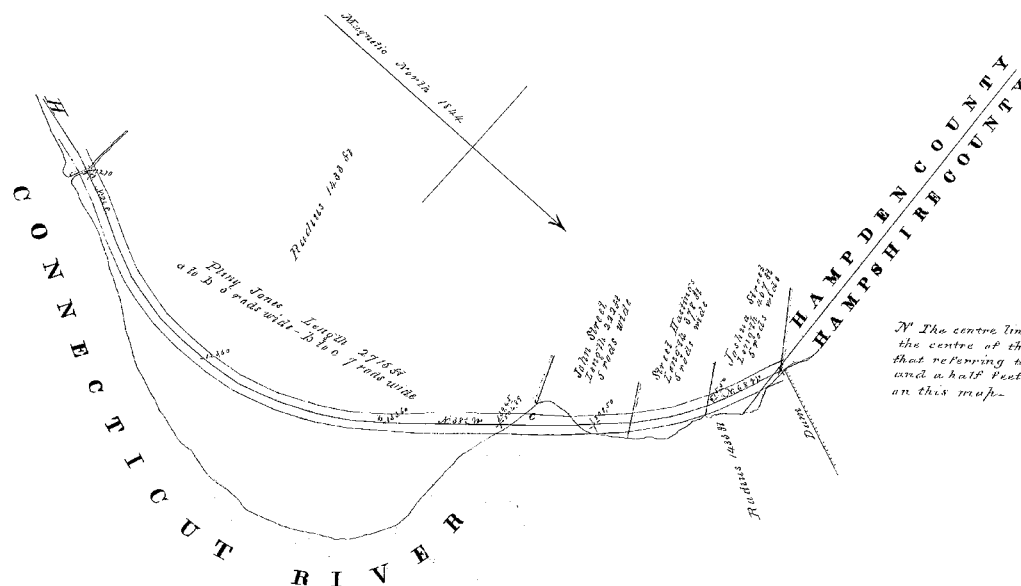
Connecticut River

Dam

Hampshire County Line



Scale 400 Feet to one Inch



N<sup>o</sup> The centre line (rail) drawn on this map, refers to the centre of the East track: The true centre, viz., that referring to a double track, is situated five and a half feet to the west of the centre line given on this map.

Northampton & Springfield Railroad  
Location in Hampshire County, N.Y.  
Scale 400 Feet to an Inch



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Athol & Enfield Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Childs, Jos K

Clark, Luther

### ***Stations***

### ***Landmarks located on Plan***

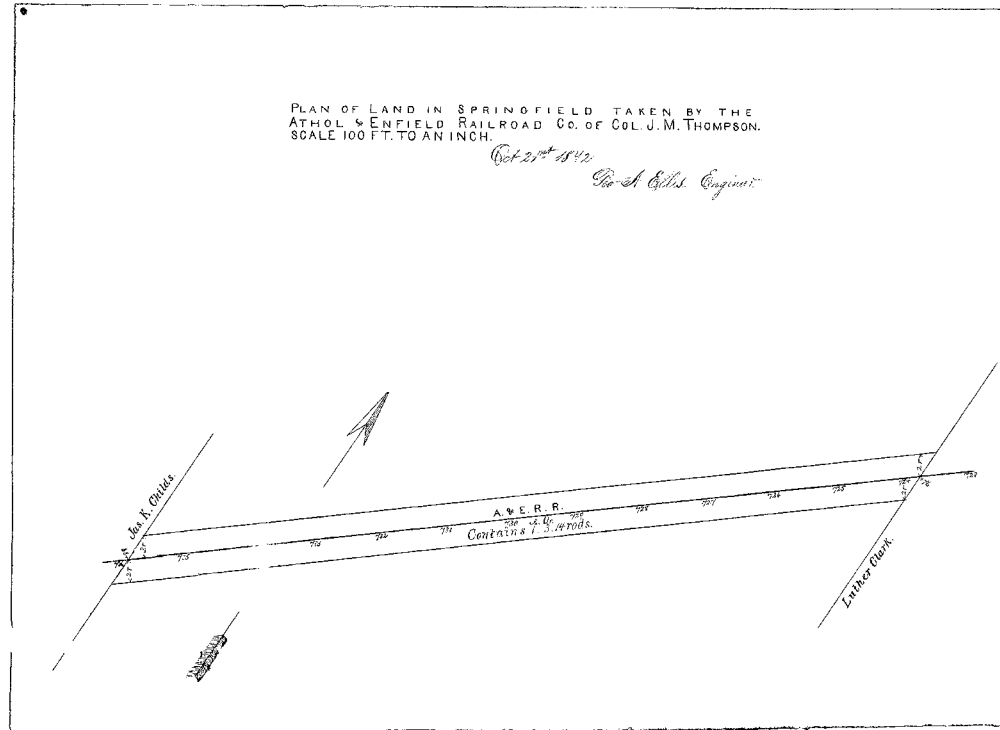
Description Page



PLAN OF LAND IN SPRINGFIELD TAKEN BY THE  
ATHOL & SPRINGFIELD RAILROAD CO. OF COL. J. M. THOMPSON.  
SCALE 100 FT. TO AN INCH.

Oct 25<sup>th</sup> 1872

Geo. A. Gillet, Engineer.



At a meeting of the Directors of the Springfield, Athol, and  
Andover Railroad Company, held this day at their office  
in Springfield, it was voted:

That the accompanying plans on thirty-four sheets, be  
accepted and filed with the County Commissioner of Hampshire  
County, as and for as much of the location of said railroad,  
and as much for as much of the location of the stations  
of the Athol and Springfield Railroad, as lies within said  
County of Hampshire.

The plans are made on a scale of one hundred feet to an  
inch, the center line is shown in red, and on this line the  
curves of the tangents and the radii of the curves are given.  
The stations are one hundred feet apart and are numbered  
on the plan from 52+00 to 72+00, from 72+00 to 82+00, and from  
82+00 to 92+00.

The side lines are shown in blue, and the middle line  
of the center line are on one or both sides of the center line  
shown (and) have been taken as given outside, and the  
of land taken is given inside the side line.

And that the foregoing statement after being agreed to by  
President, a majority of the Directors, and the Engineer of said  
Company, be attached to and filed with the plans, in the  
office of said County Commissioner.

Willis Phelps, President  
Edward Smith } Directors  
J. C. Gillet }  
J. M. Thompson }  
J. M. Thompson }  
J. M. Thompson }

George A. Gillet, Engineer  
Springfield, March 25<sup>th</sup> 1872





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Athol & Enfield Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

3/20/1874   16   2

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Cover Page



PLANS  
of the  
LOCATION  
OF THE  
ATHOL & ENFIELD RAILROAD  
IN  
HAMPDEN COUNTY

Geo. A. Ellis Engineer.

1875

*Hampden SS*  
*Office of the Clerk of the*  
*County Commission Received*  
*and filed March 20, 1874*  
*Robert O. Mor*

*Sept. 25, 1878*  
*Approved under the provisions of Chapter 125*  
*Acts of 1878.*  
*Wm. H. Crafts,*  
*Clerk of Bd. of Railroad Commissioners.*



## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Athol & Enfield Railroad

| <i>Date Recorded</i> | <i>Sheet</i> | <i>Page</i> |
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|----------------------|--------------|-------------|

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| 3/20/1874 | 16 | 3 |
|-----------|----|---|

### *Towns located on Plan*

Palmer

### *Roads located on Plan*

### *Abutter Names located on Plan*

Jenks, Thomas

Rossbottom, James

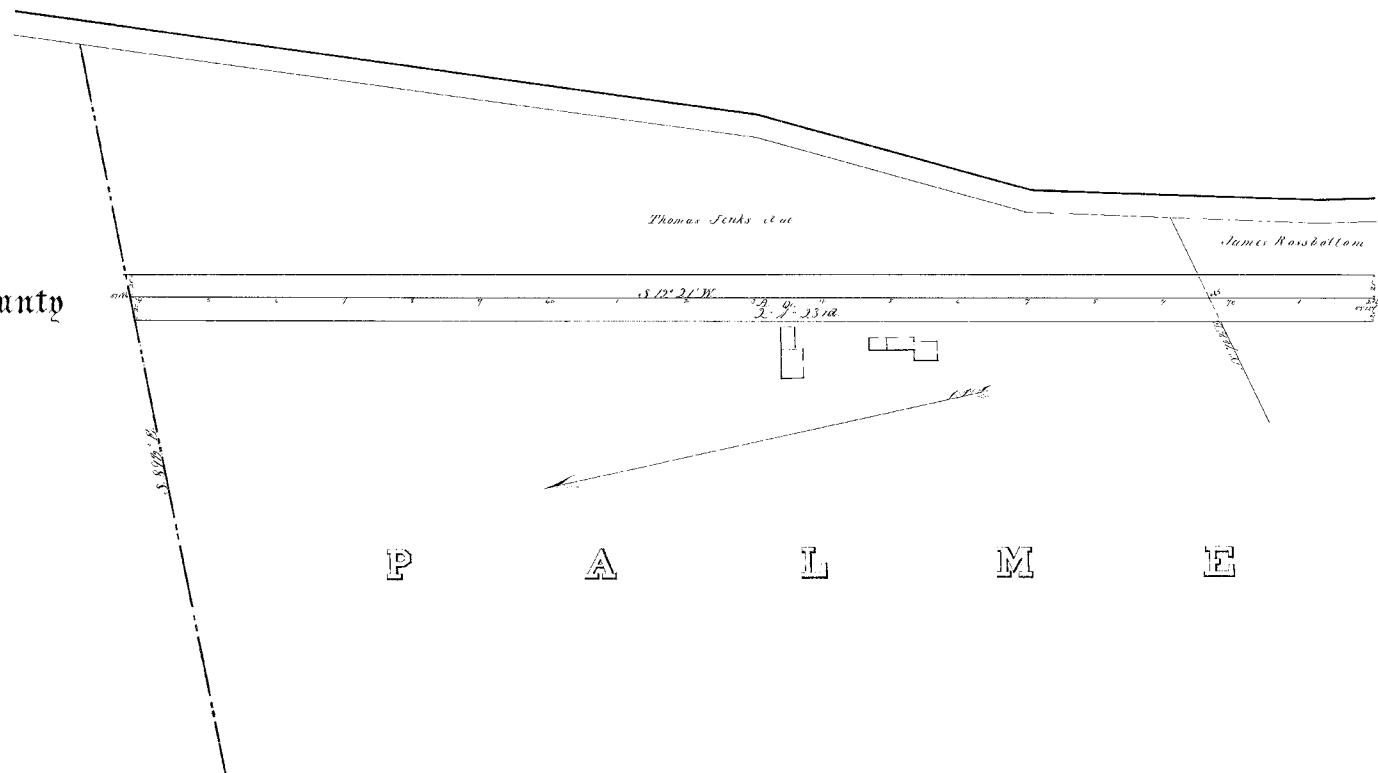
### *Stations*

### *Landmarks located on Plan*

Hampshire Line



Hampshire County



P A L M E R



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Athol & Enfield Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Rosbottom, James

Gray, William R

Otis Co

Barker, G

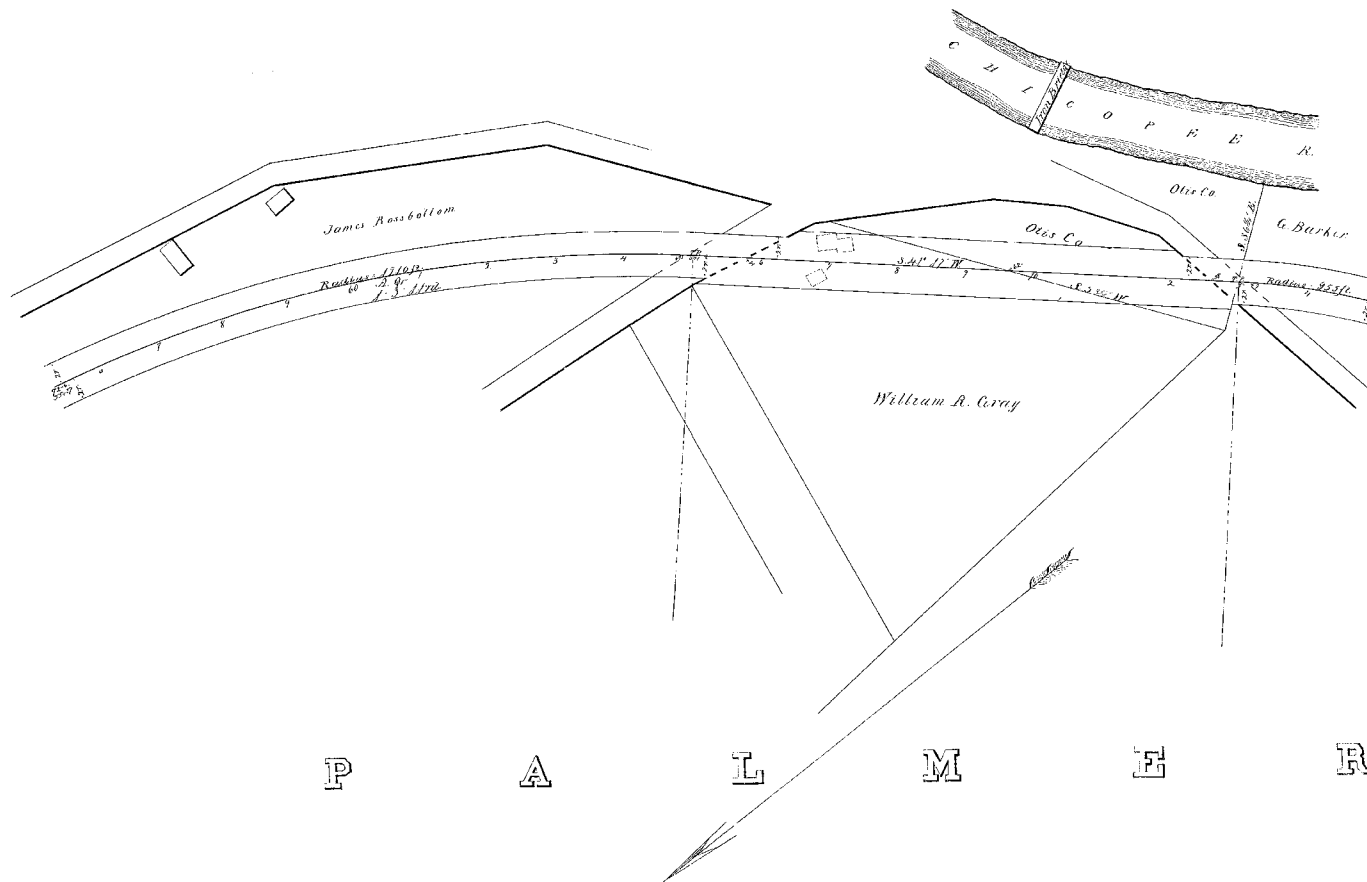
### ***Stations***

### ***Landmarks located on Plan***

Chicopee River

Iron Bridge







## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Athol & Enfield Railroad

### *Date Recorded*   *Sheet*   *Page*

3/20/1874   16   5

### *Towns located on Plan*

Palmer

### *Roads located on Plan*

### *Abutter Names located on Plan*

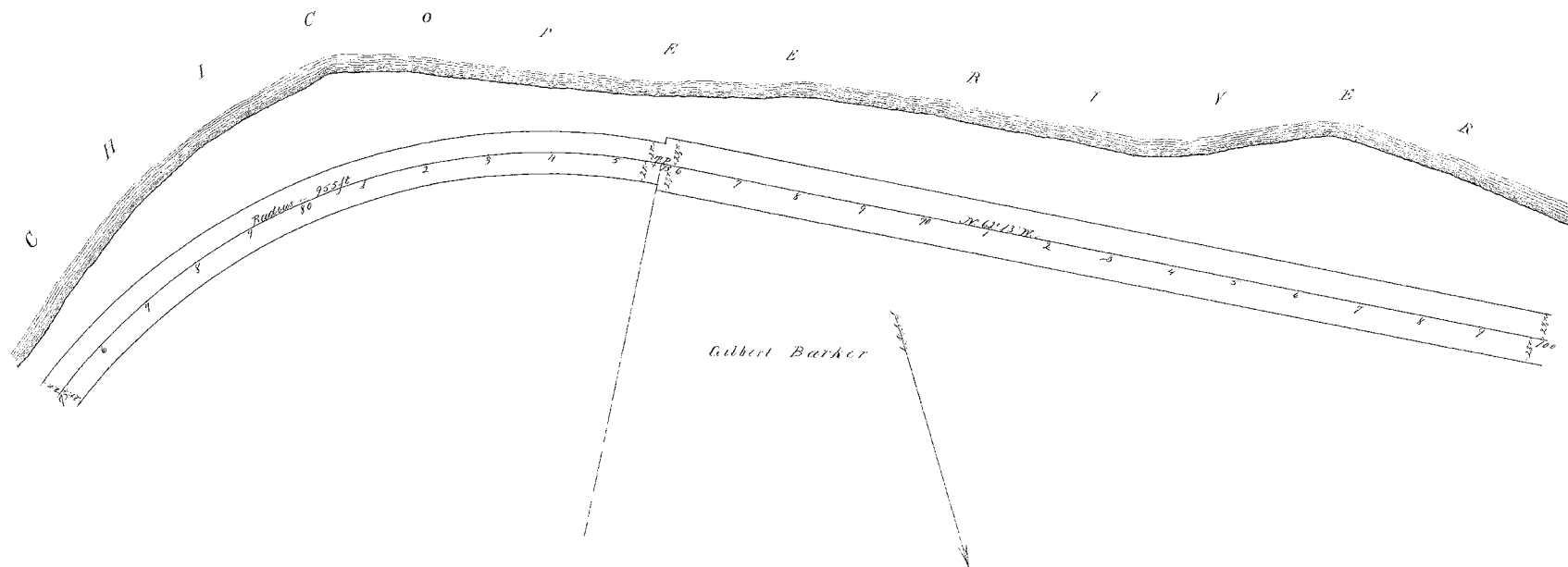
Barker, Gilbert

### *Stations*

### *Landmarks located on Plan*

Chicopee River





P A L M E R





## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Athol & Enfield Railroad

### *Date Recorded*   *Sheet*   *Page*

3/20/1874   16   6

### *Towns located on Plan*

Palmer

### *Roads located on Plan*

### *Abutter Names located on Plan*

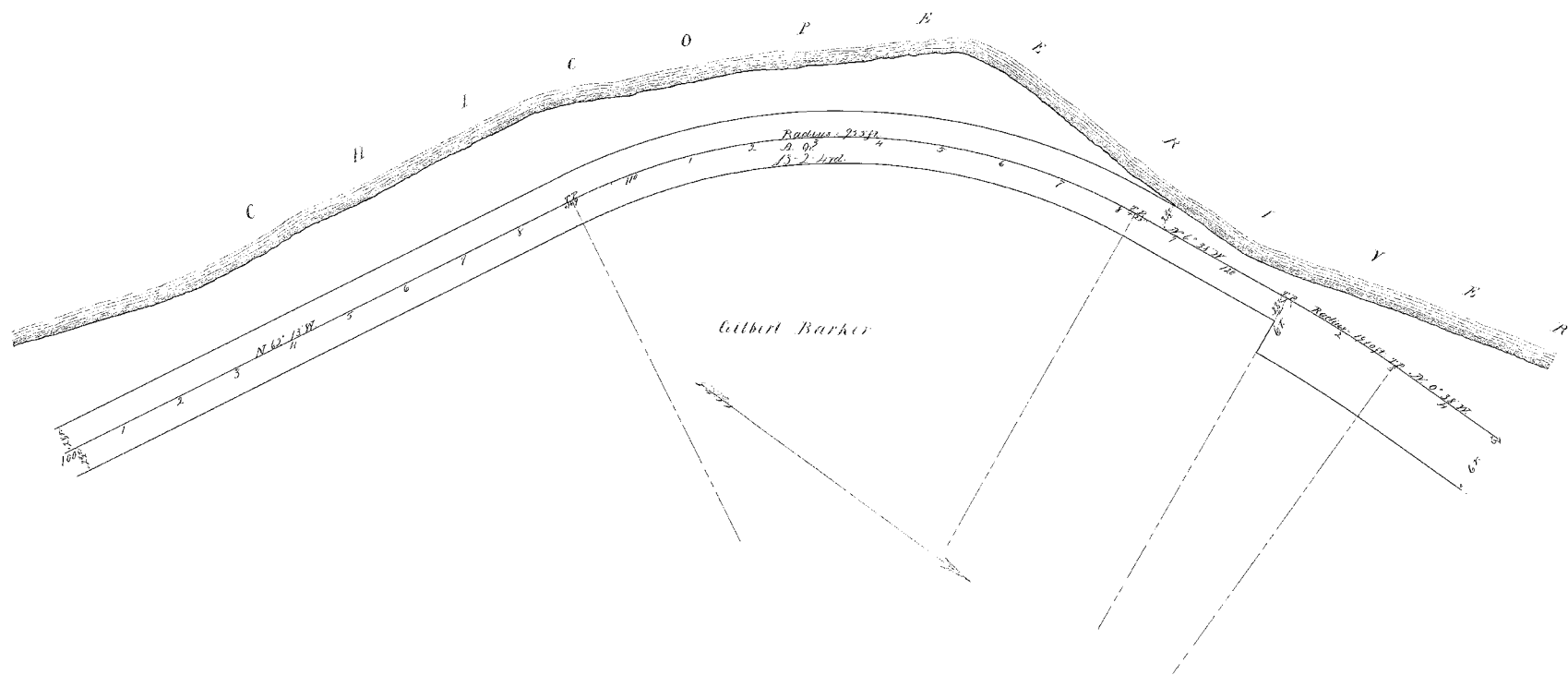
Barker, Gilbert

### *Stations*

### *Landmarks located on Plan*

Chicopee River





P A L M E R



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Athol & Enfield Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Barker, Gilbert

Paine, Daniel (heirs of)

Long, Cornelius

### ***Stations***

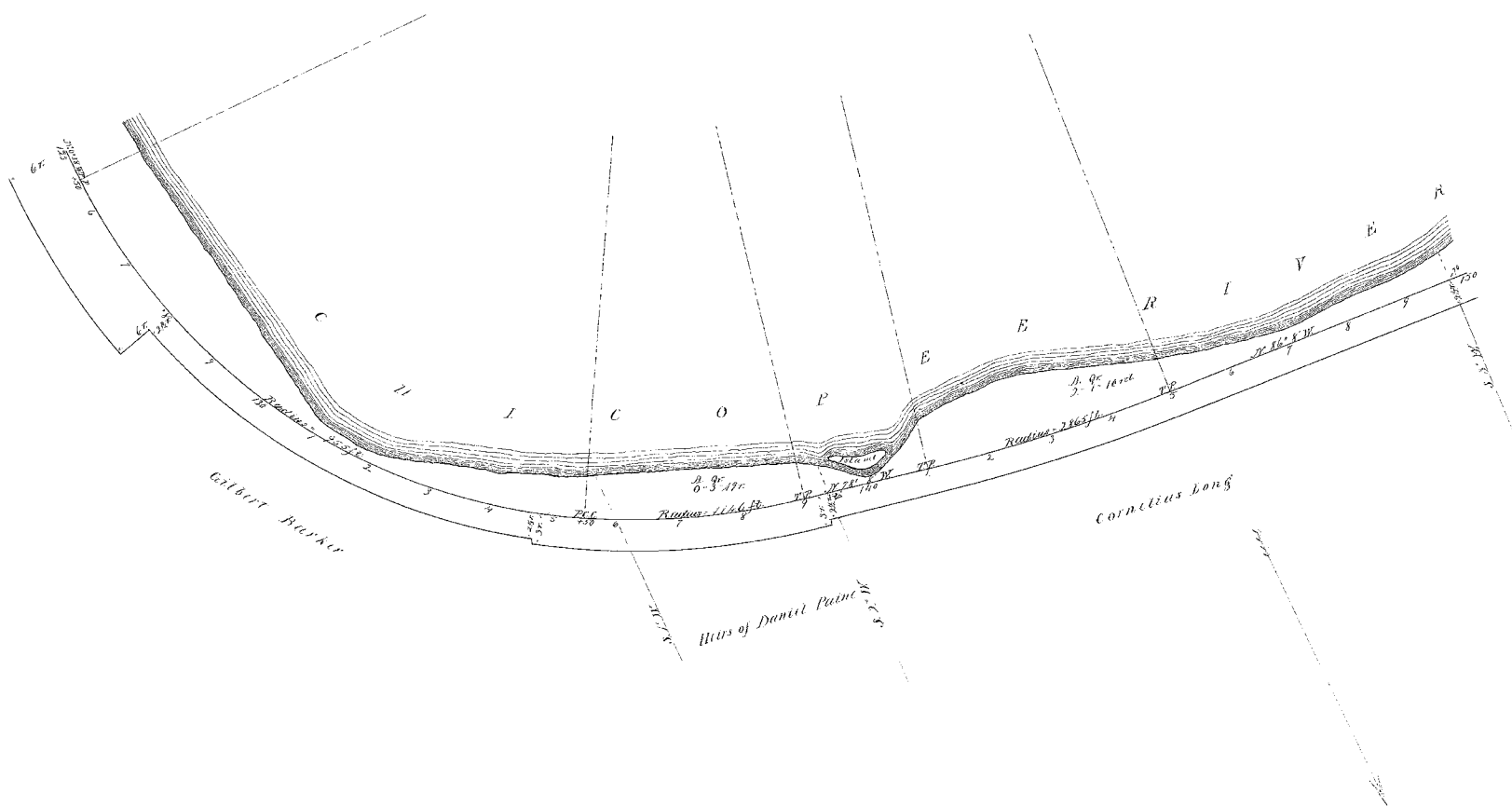
### ***Landmarks located on Plan***

Chicopee River

Island



# P A L M E R





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Athol & Enfield Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Palmer

Wilbraham

Ludlow

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Stewart, Edward

Moore, Carlos

### ***Stations***

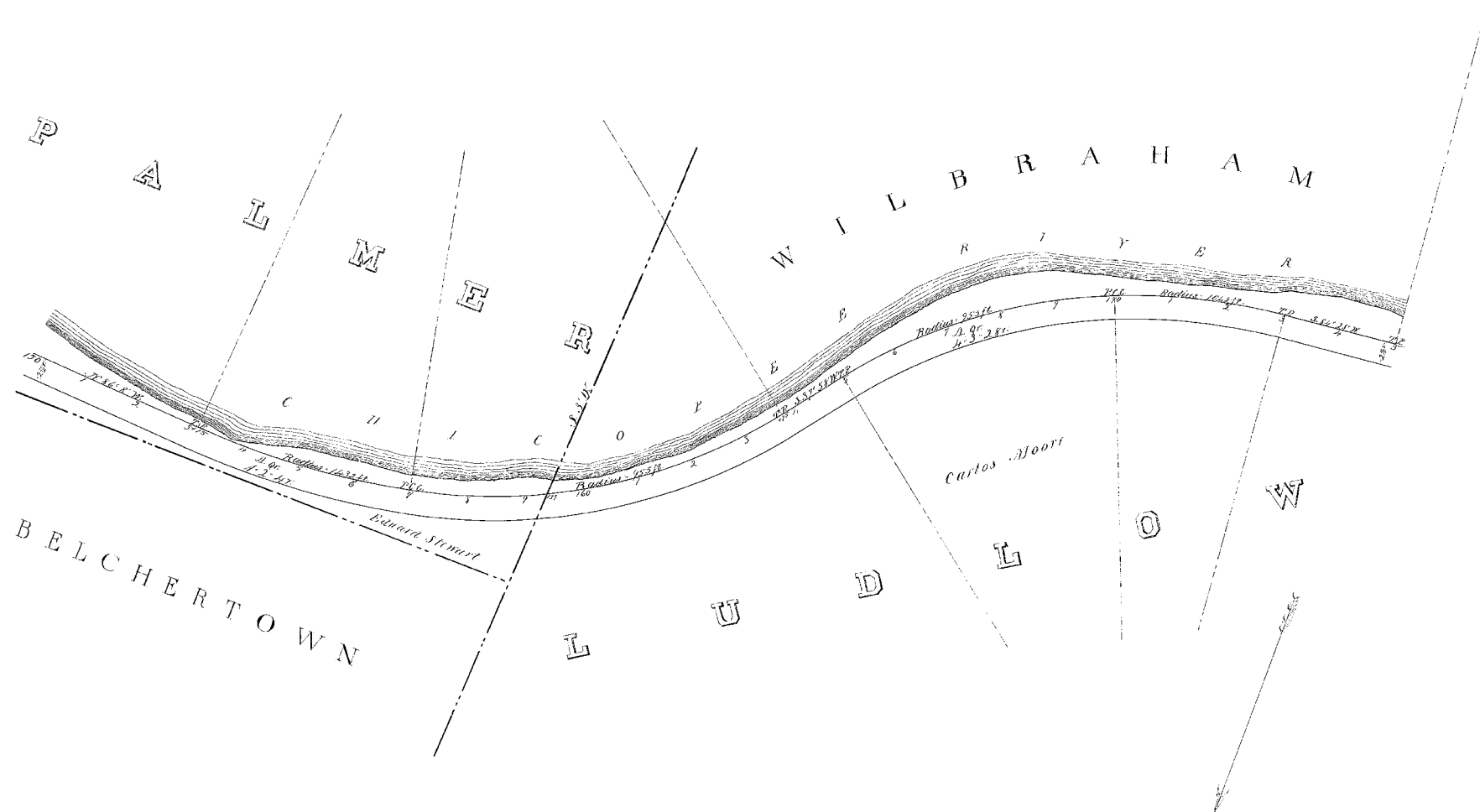
### ***Landmarks located on Plan***

Chicopee River

Belchertown Line

Chicopee River







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Athol & Enfield Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Ludlow

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Moore, Carlos

Wright, Pliny

Plumley, Elijah

### ***Stations***

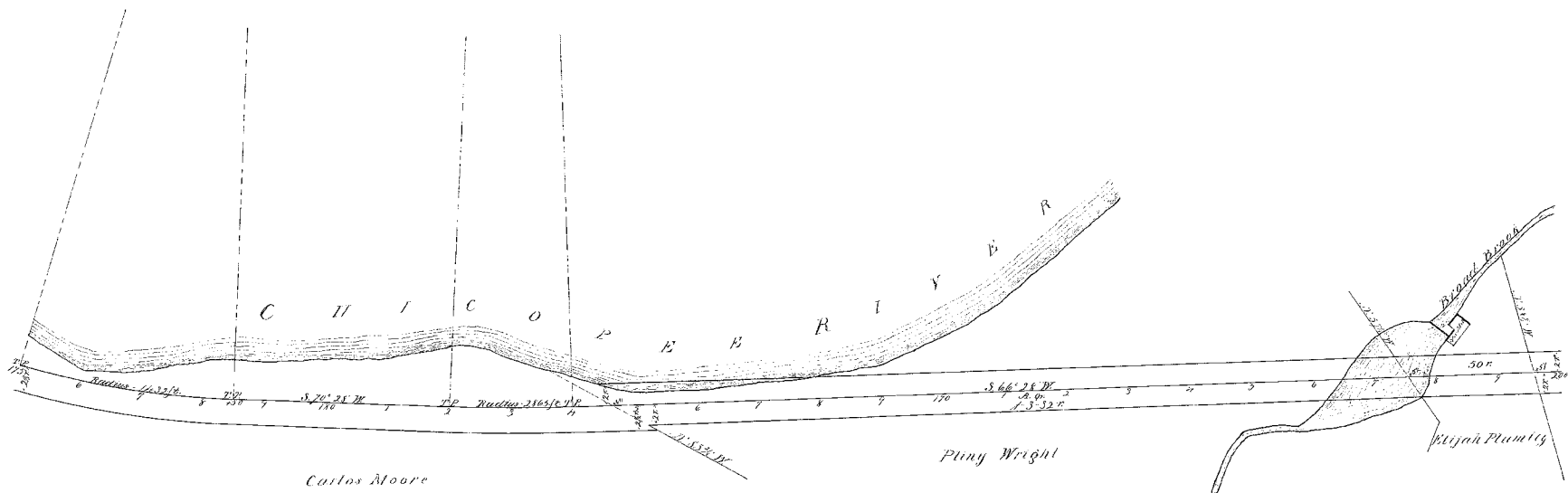
### ***Landmarks located on Plan***

Chicopee River

Broad Brook

Saw Mill





L U D L O W





## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Athol & Enfield Railroad

### *Date Recorded*   *Sheet*   *Page*

3/20/1874   16   10

### *Towns located on Plan*

Ludlow

### *Roads located on Plan*

### *Abutter Names located on Plan*

Wright, Pliny

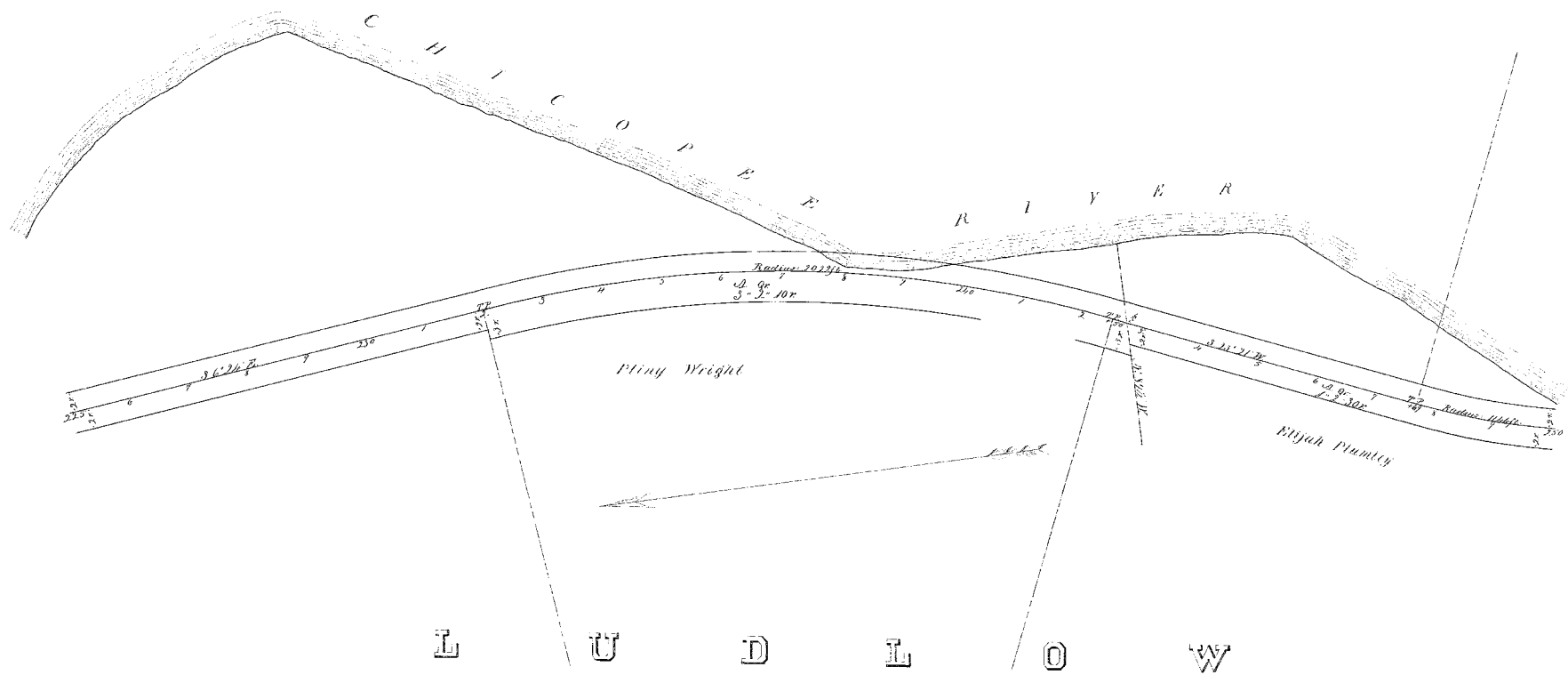
Plumley, Elijah

### *Stations*

### *Landmarks located on Plan*

Chicopee River







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Athol & Enfield Railroad

| <b><i>Date Recorded</i></b> | <b><i>Sheet</i></b> | <b><i>Page</i></b> |
|-----------------------------|---------------------|--------------------|
|-----------------------------|---------------------|--------------------|

|           |    |    |
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|-----------|----|----|

### ***Towns located on Plan***

Ludlow

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Plumley, Elijah

Collins, Austin

Knowlton, Phineas

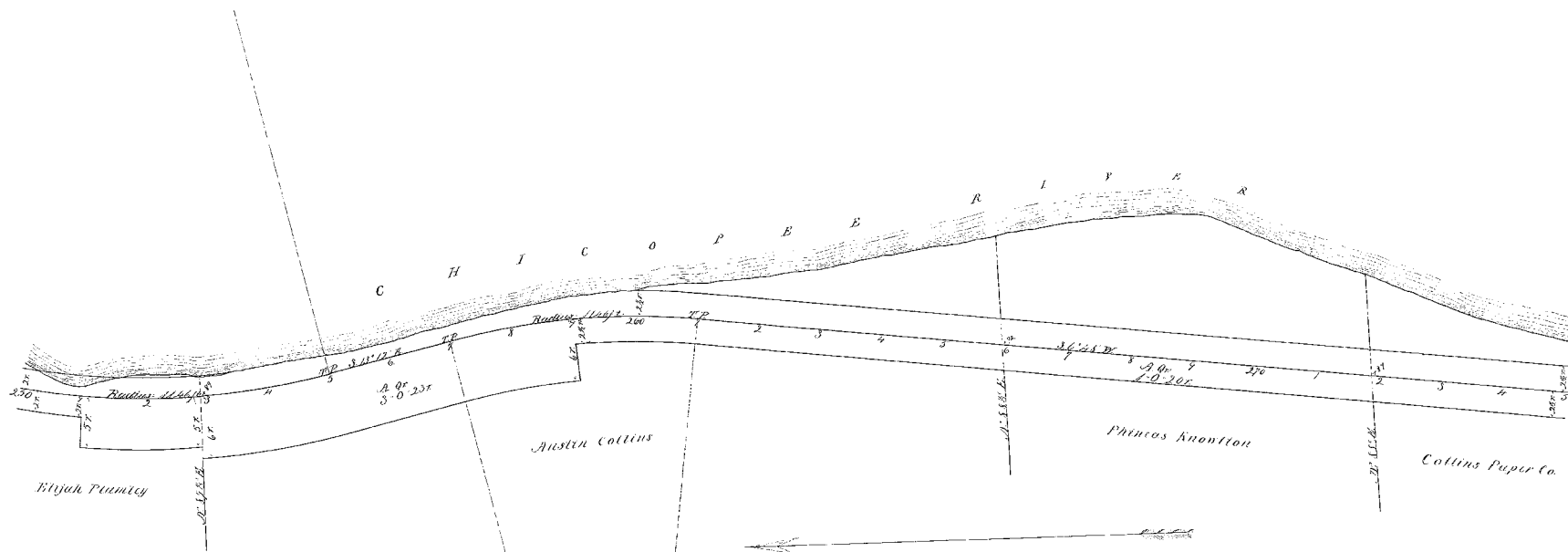
Collins Paper Co

### ***Stations***

### ***Landmarks located on Plan***

Chicopee River





L U D L O W



## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Athol & Enfield Railroad

### *Date Recorded*   *Sheet*   *Page*

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### *Towns located on Plan*

Ludlow

### *Roads located on Plan*

### *Abutter Names located on Plan*

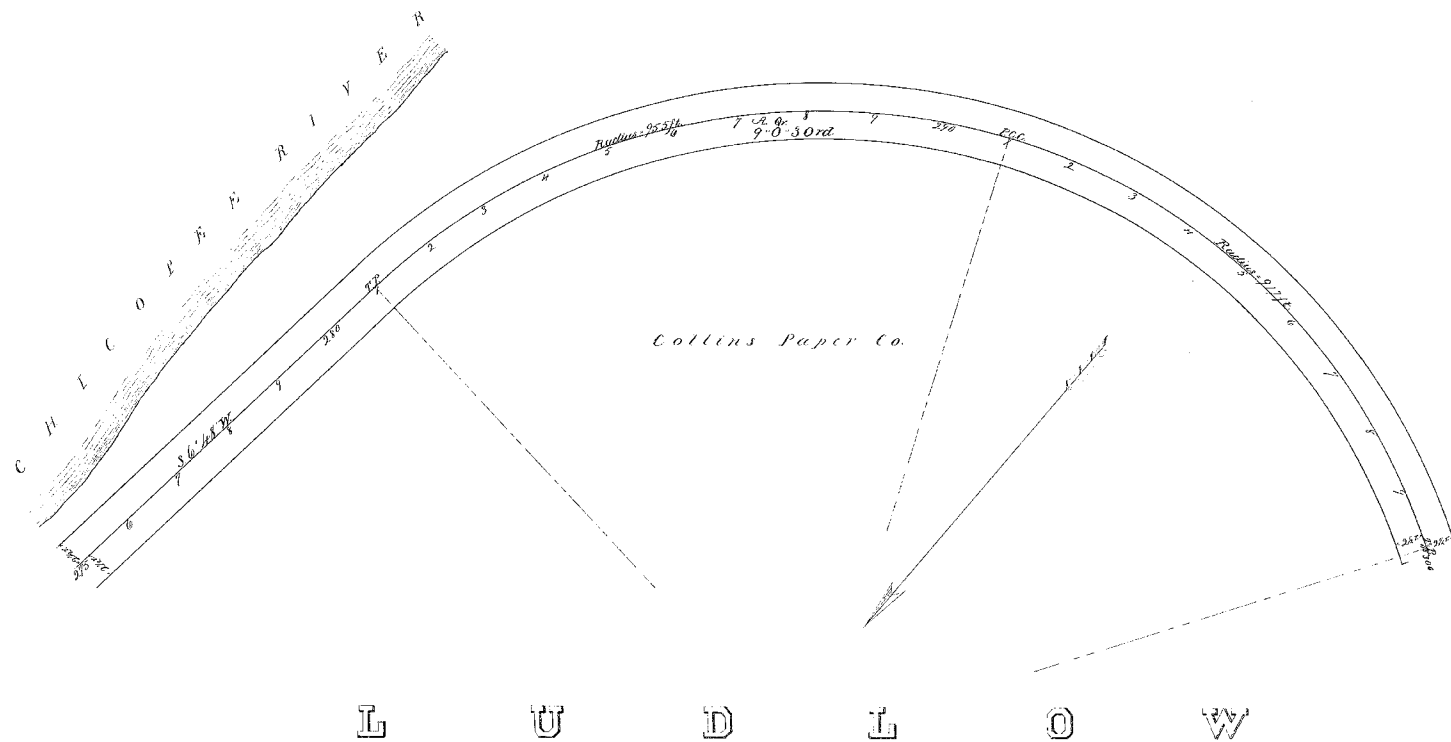
Collins Paper Co

### *Stations*

### *Landmarks located on Plan*

Chicopee River







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Athol & Enfield Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Ludlow

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Collins Paper Co

Sikes,EJ

### ***Stations***

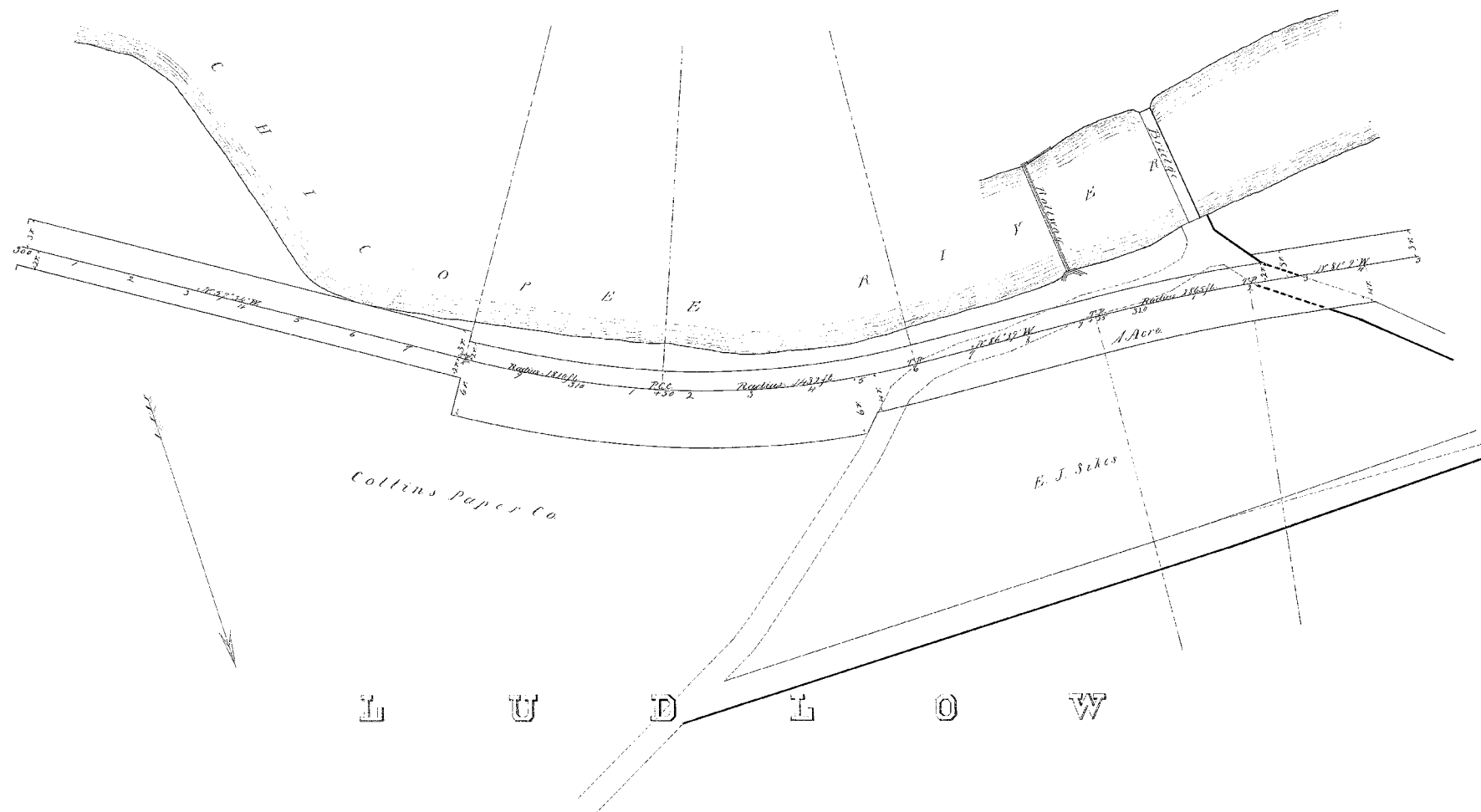
### ***Landmarks located on Plan***

Chicopee River

Rollway

Bridge









## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Athol & Enfield Railroad

### *Date Recorded*   *Sheet*   *Page*

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### *Towns located on Plan*

Ludlow

### *Roads located on Plan*

Rd

### *Abutter Names located on Plan*

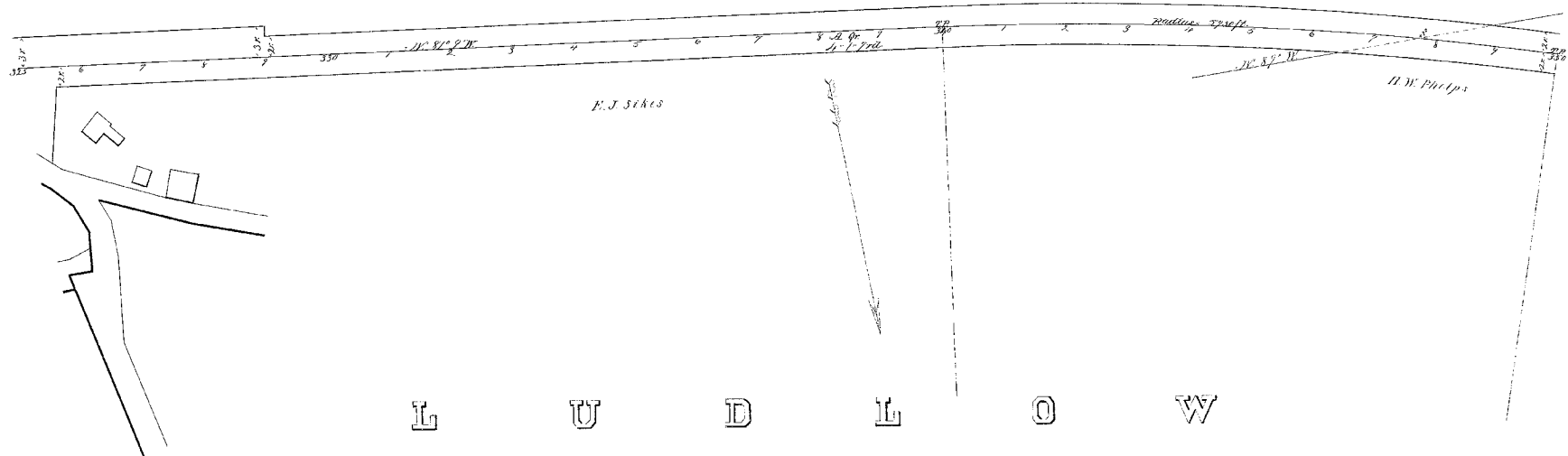
Sikes, EJ

Phelps, HW

### *Stations*

### *Landmarks located on Plan*







## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Athol & Enfield Railroad

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### *Towns located on Plan*

Ludlow

### *Roads located on Plan*

### *Abutter Names located on Plan*

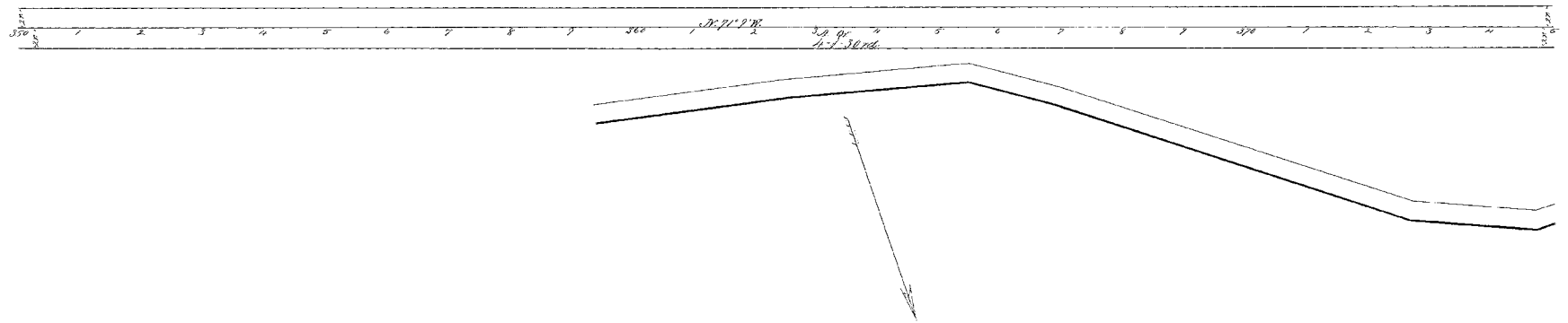
Phelps, Henry W

### *Stations*

### *Landmarks located on Plan*



Henry W. Phelps



L U D L O W



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Athol & Enfield Railroad

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### ***Towns located on Plan***

Ludlow

### ***Roads located on Plan***

Rd

### ***Abutter Names located on Plan***

Phelps, Henry W

Brewer, Isaac

Fuller, EE

Fuller, Edward E

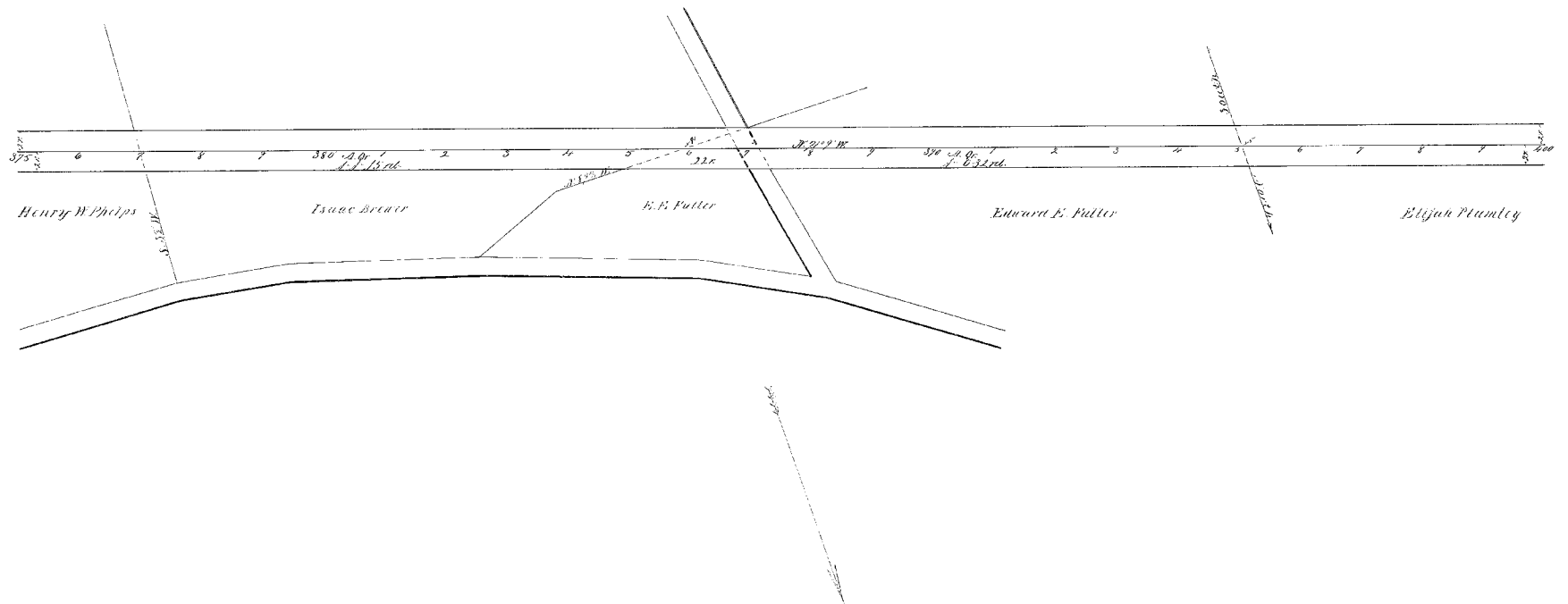
Plumley, Elijah

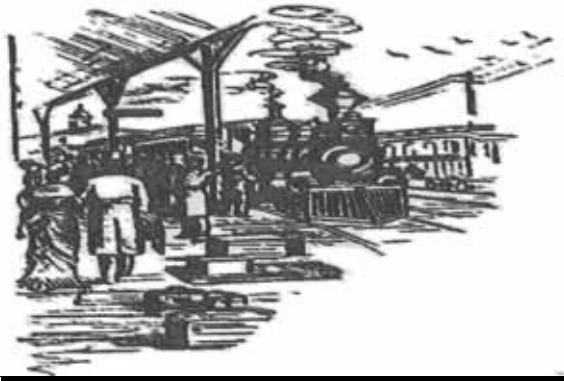
### ***Stations***

### ***Landmarks located on Plan***



# L U D L O W





## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Athol & Enfield Railroad

### *Date Recorded*   *Sheet*   *Page*

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### *Towns located on Plan*

Ludlow

### *Roads located on Plan*

### *Abutter Names located on Plan*

Plumley, Elijah

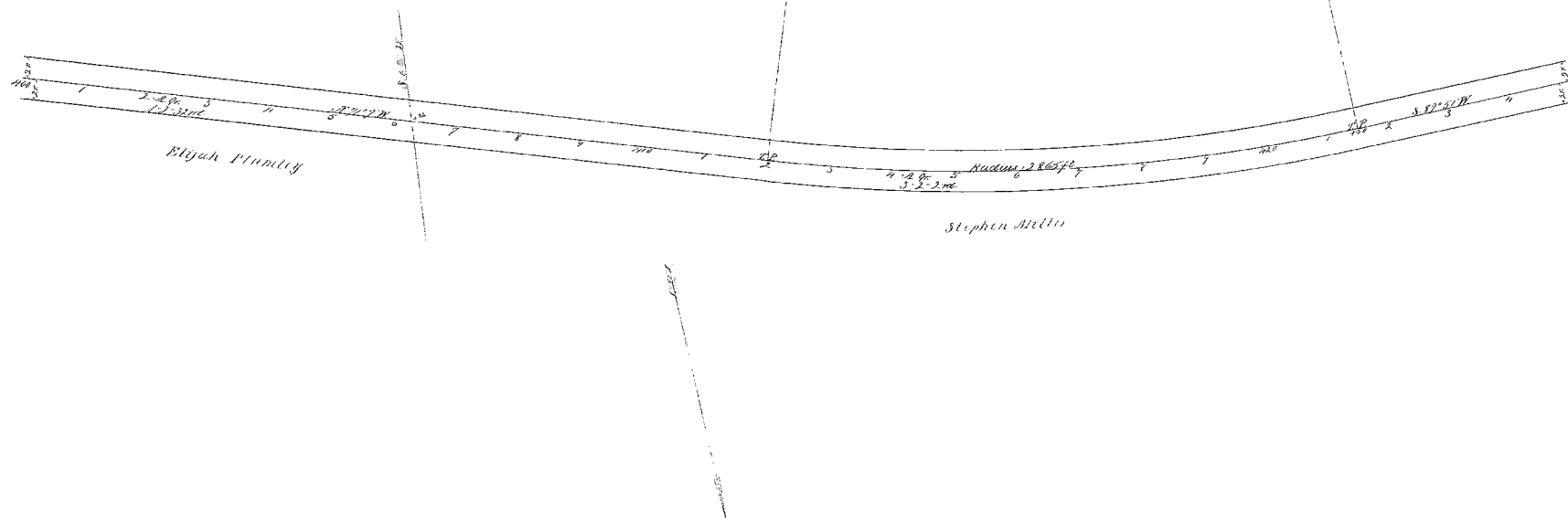
Miller, Stephen

### *Stations*

### *Landmarks located on Plan*



L U D L O W







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Athol & Enfield Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Ludlow

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Miller, Stephen

Ray, John

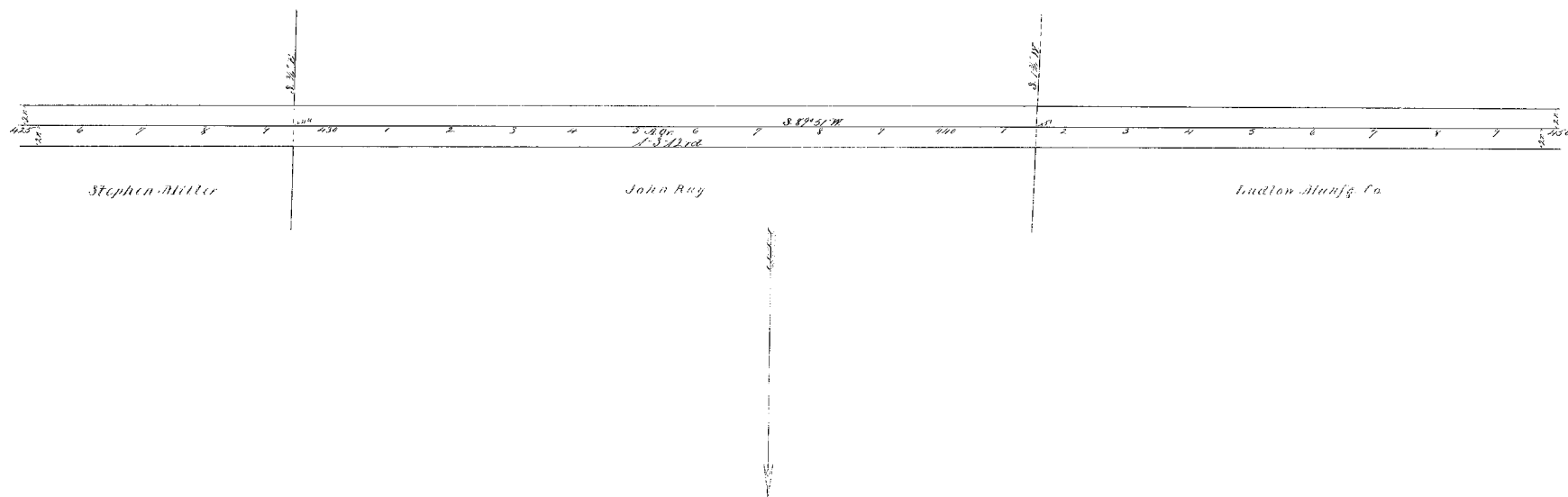
Ludlow Manfg Co

### ***Stations***

### ***Landmarks located on Plan***



L U D L O W





## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Athol & Enfield Railroad

### *Date Recorded*   *Sheet*   *Page*

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### *Towns located on Plan*

Ludlow

### *Roads located on Plan*

East St

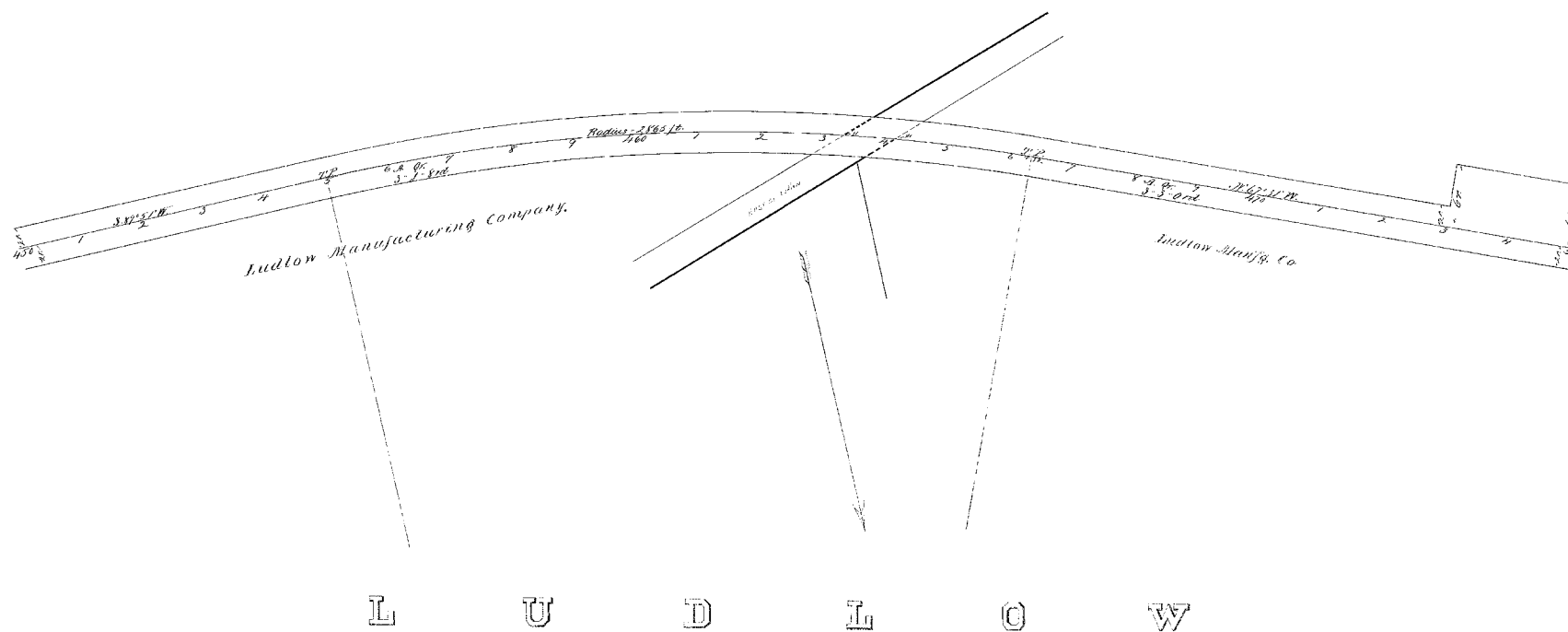
### *Abutter Names located on Plan*

Ludlow Manfg Co

### *Stations*

### *Landmarks located on Plan*







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Athol & Enfield Railroad

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### ***Towns located on Plan***

Ludlow

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Ludlow Manfg Co

Miller, John

A & E RR Co

Jenks, Henry P (heirs of)

Pittsburg, Gilbert

Miller, Wilbur F

Indian Orchard Mills

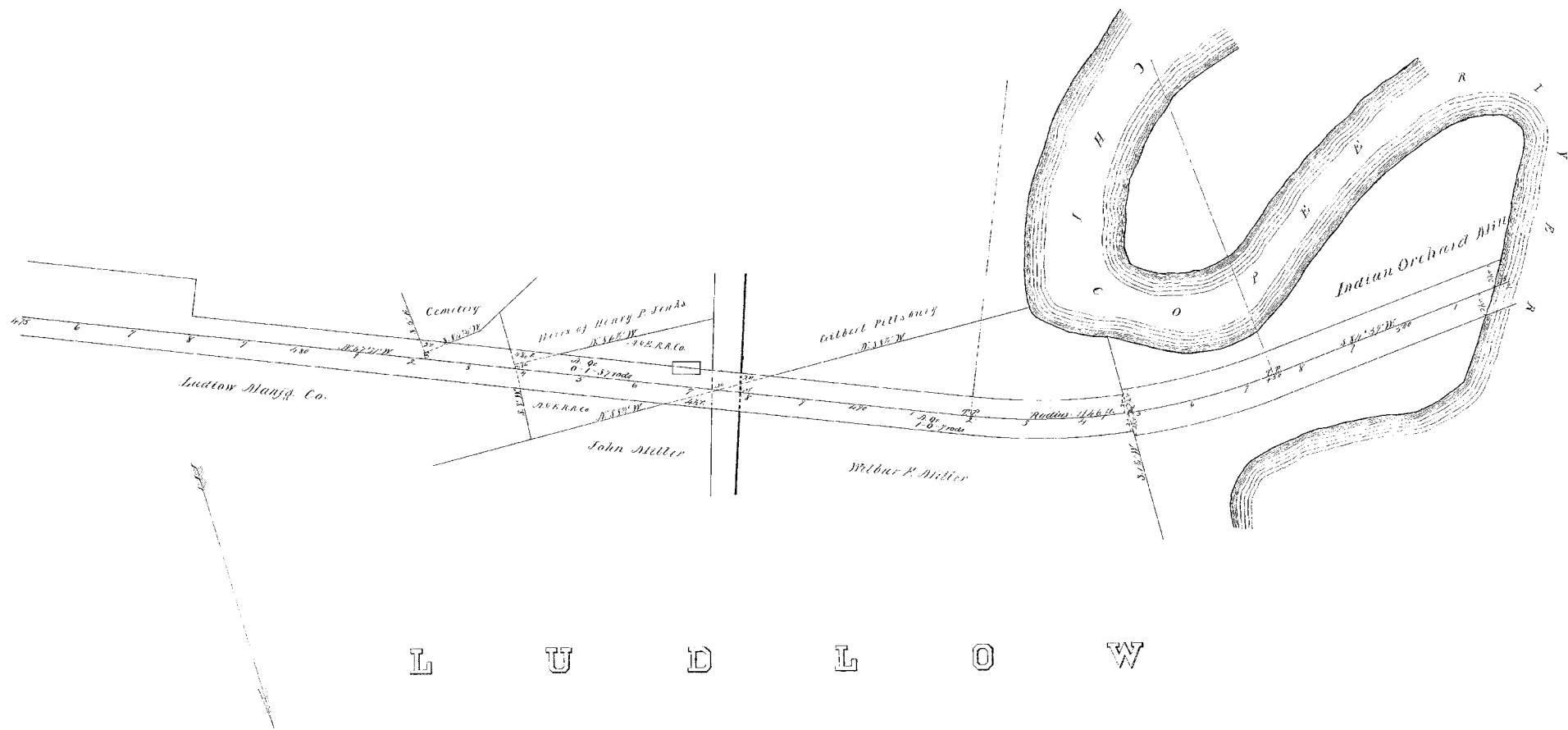
### ***Stations***

### ***Landmarks located on Plan***

Cemetery

Chicopee River







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Athol & Enfield Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

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### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

Cedar St

### ***Abutter Names located on Plan***

Pease, Erskin

Indian Orchard Mills

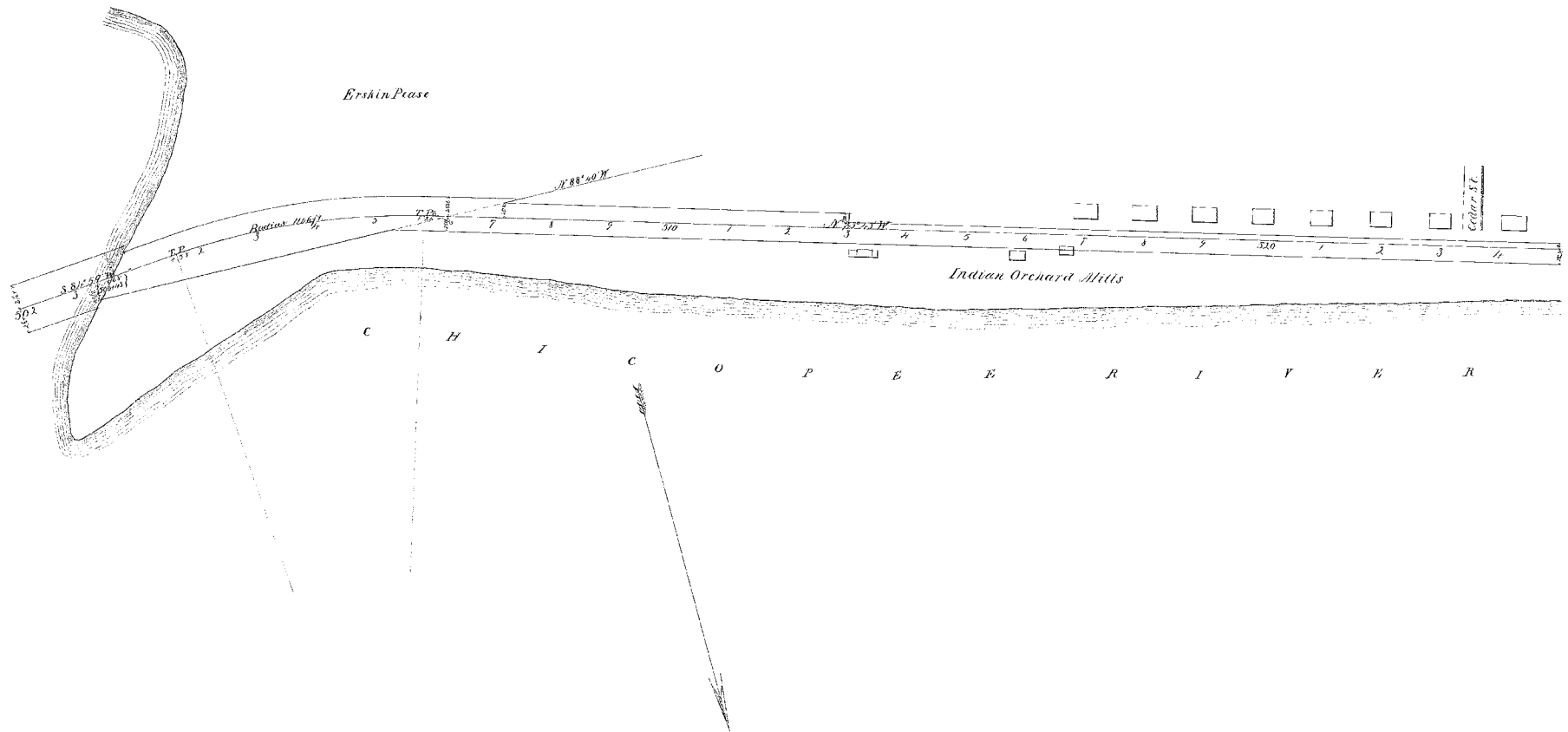
### ***Stations***

### ***Landmarks located on Plan***

Chicopee River



# SPRINGFIELD







## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Athol & Enfield Railroad

### *Date Recorded*   *Sheet*   *Page*

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### *Towns located on Plan*

Springfield

### *Roads located on Plan*

Main St

Oak St

Front St

Myrtle St

### *Abutter Names located on Plan*

Indian Orchard Mills

### *Stations*

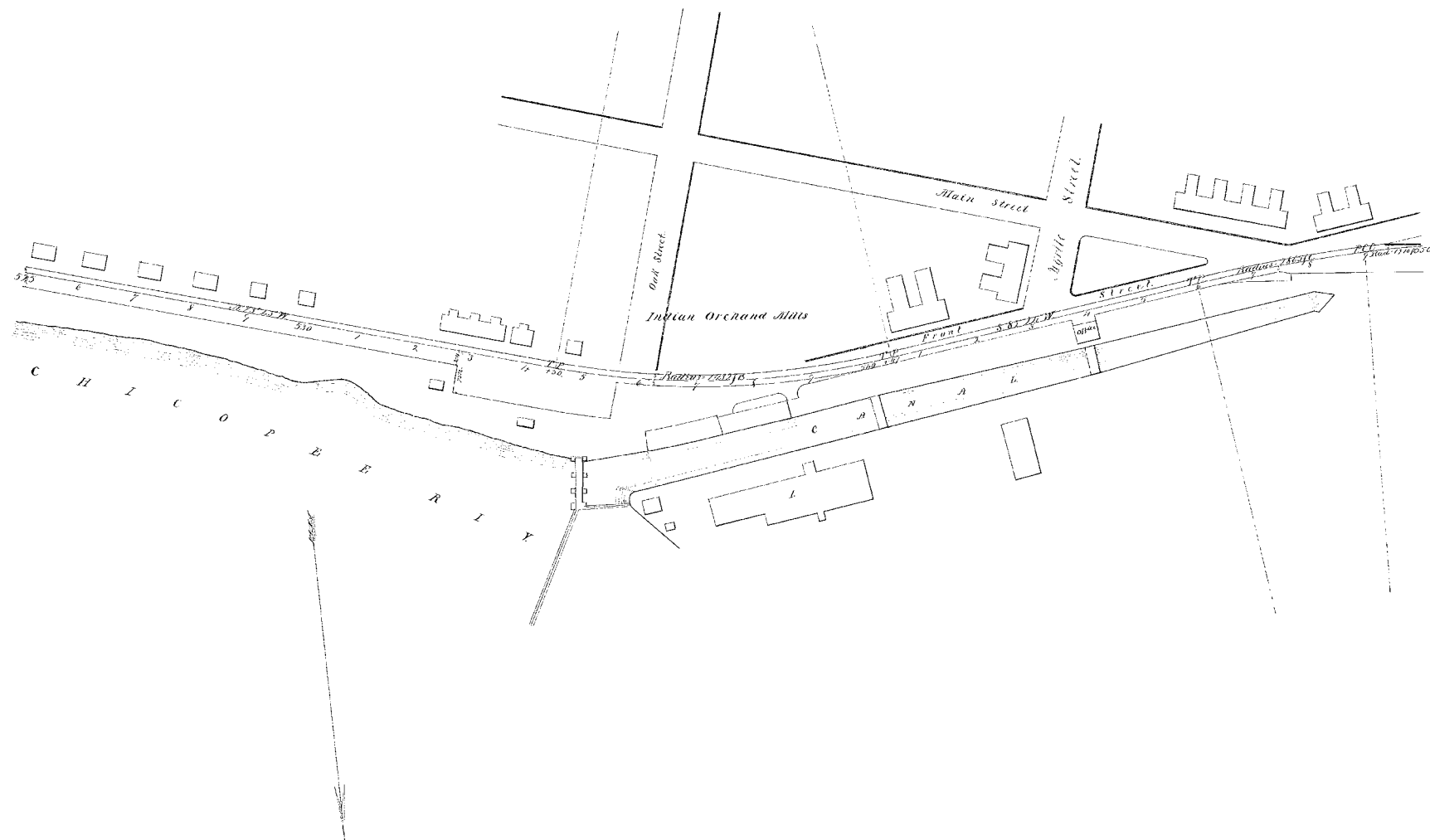
### *Landmarks located on Plan*

Chicopee River

Canal



# S P R I N G F I E L D





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Athol & Enfield Railroad

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### ***Towns located on Plan***

Springfield

Ludlow

Chicopee

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Indian Orchard Mills

### ***Stations***

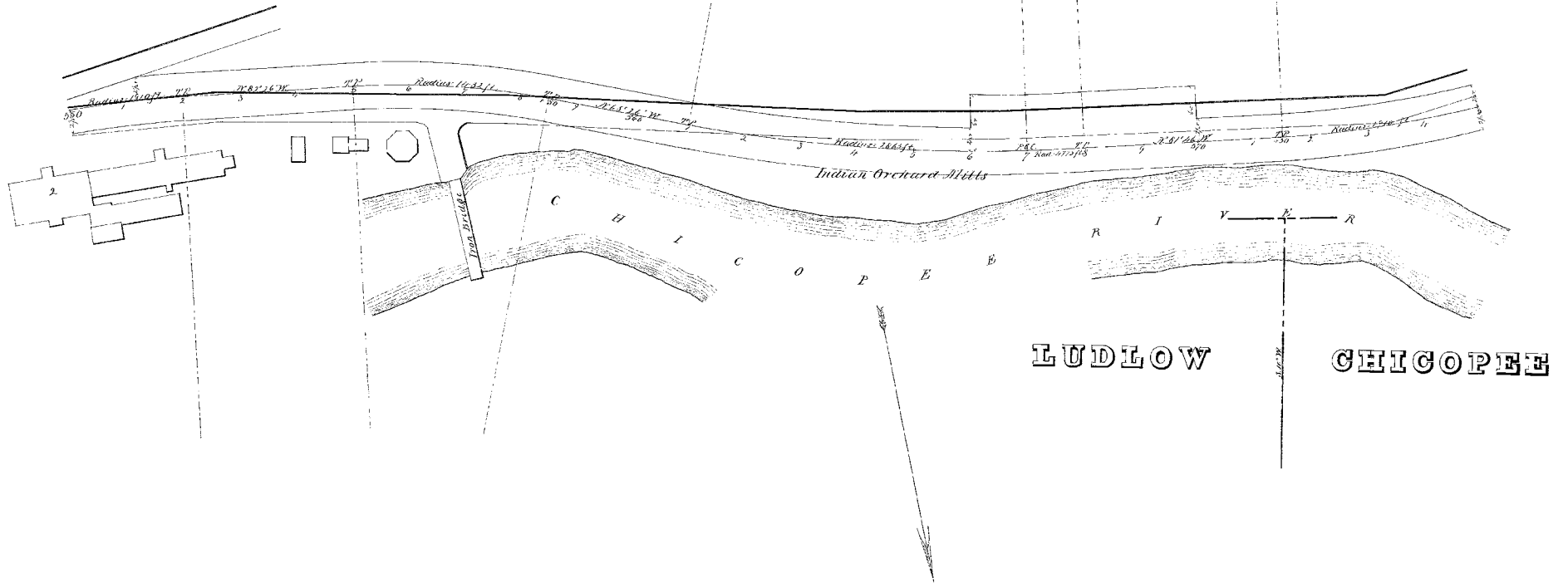
### ***Landmarks located on Plan***

Chicopee River

Iron Bridge



# S P R I N G F I E L D





## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Athol & Enfield Railroad

### *Date Recorded*   *Sheet*   *Page*

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### *Towns located on Plan*

Springfield

### *Roads located on Plan*

### *Abutter Names located on Plan*

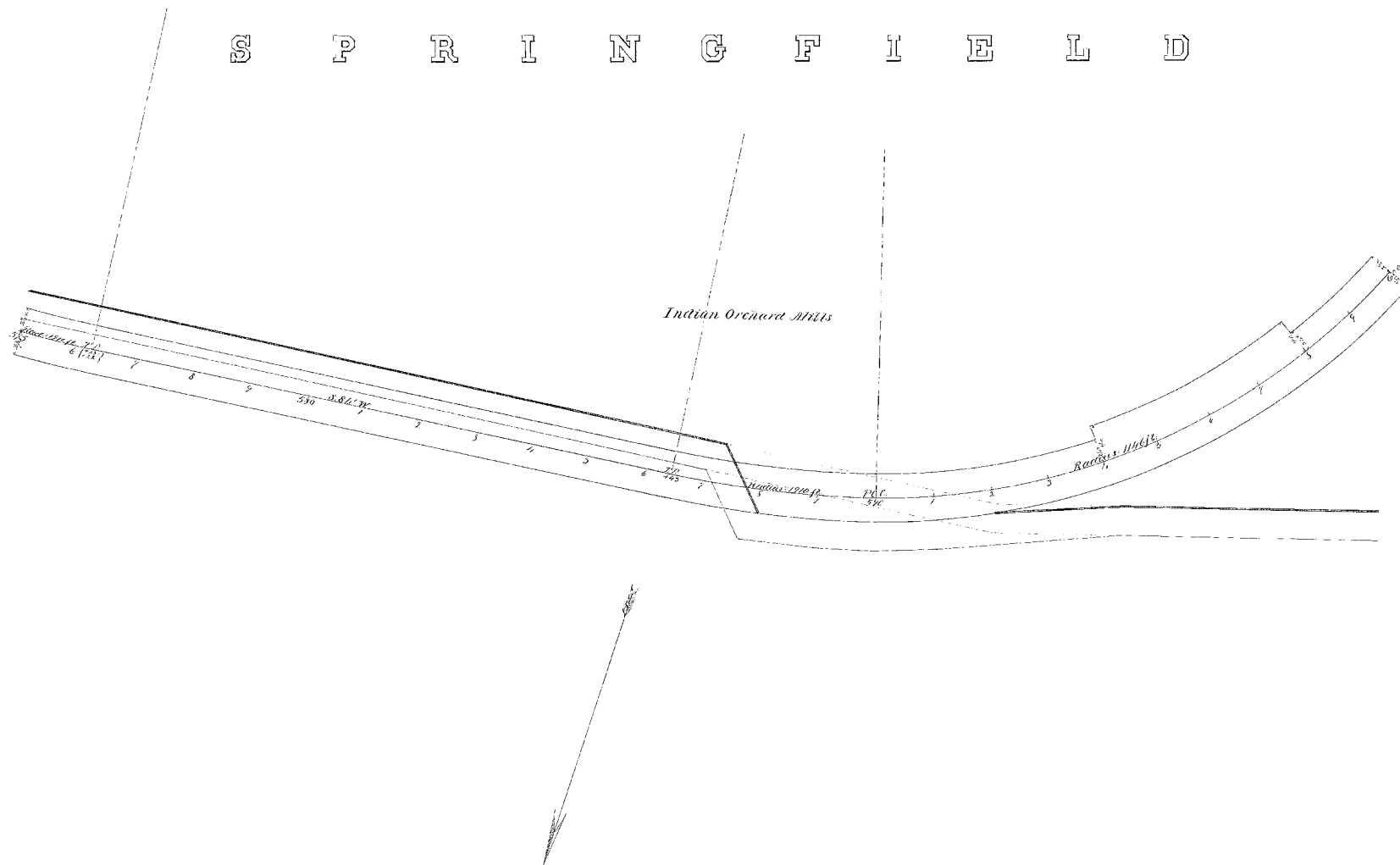
Indian Orchard Mills

### *Stations*

### *Landmarks located on Plan*



# S P R I N G F I E L D





## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Athol & Enfield Railroad

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### *Towns located on Plan*

Springfield

### *Roads located on Plan*

### *Abutter Names located on Plan*

Indian Orchard Mills

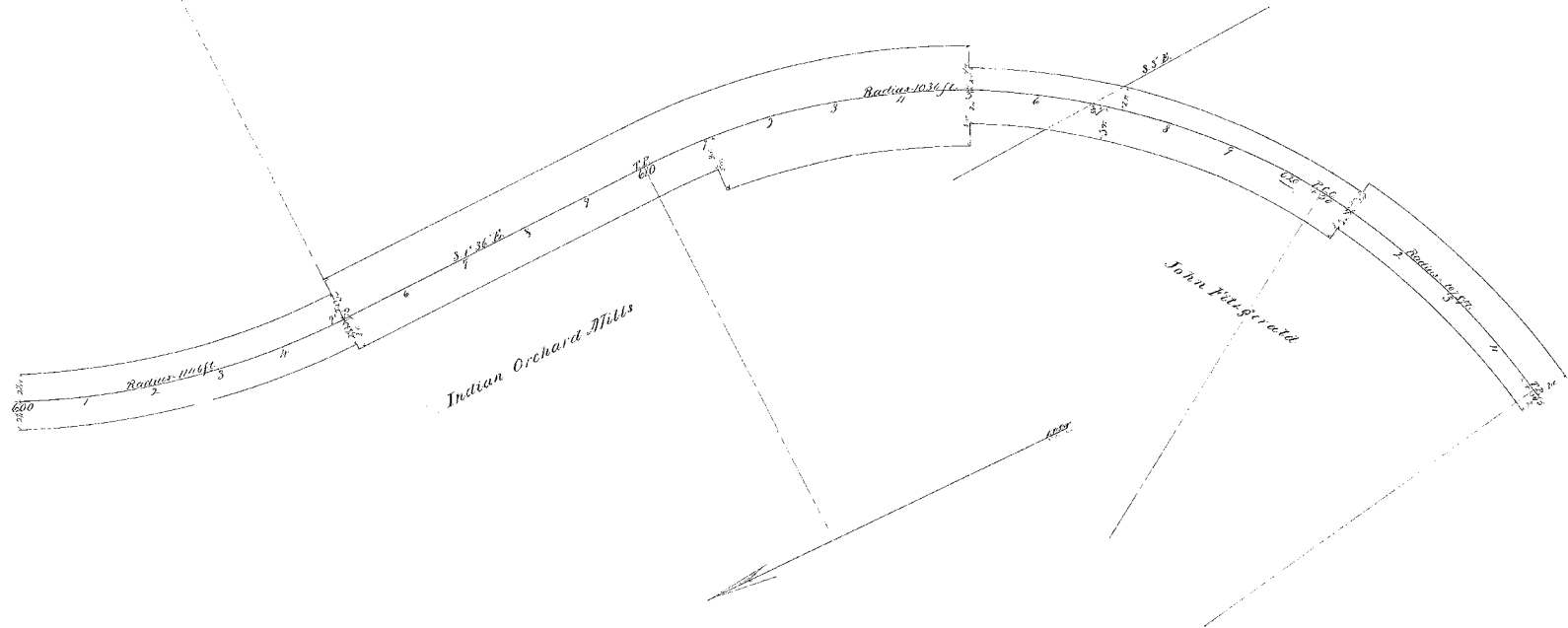
Fitzgerald, John

### *Stations*

### *Landmarks located on Plan*



# S P R I N G F I E L D







## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Athol & Enfield Railroad

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### *Towns located on Plan*

Springfield

### *Roads located on Plan*

### *Abutter Names located on Plan*

Fitzgerald, John

Chapin, Chester W

### *Stations*

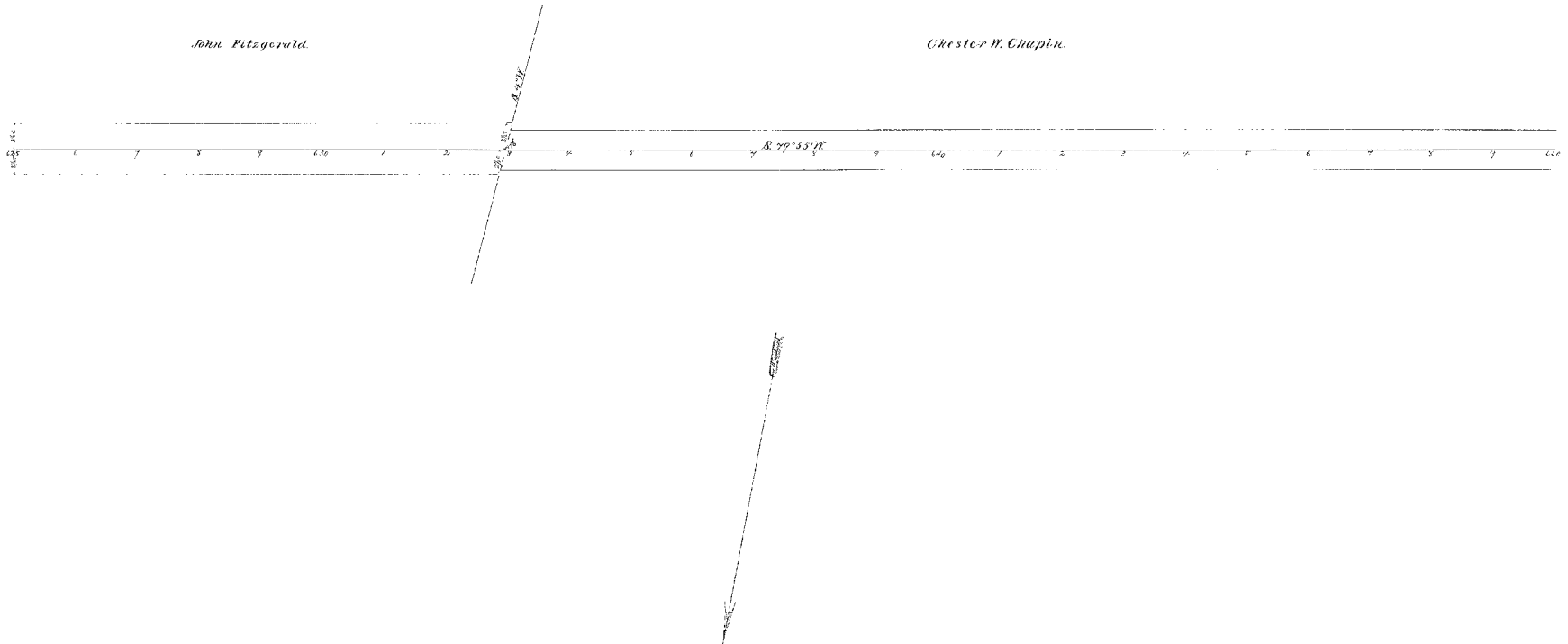
### *Landmarks located on Plan*



# S P R I N G F I E L D

*John Fitzgerald.*

*Chester W. Chapin.*





## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Athol & Enfield Railroad

### *Date Recorded*   *Sheet*   *Page*

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### *Towns located on Plan*

Springfield

### *Roads located on Plan*

### *Abutter Names located on Plan*

Chapin, Chester W

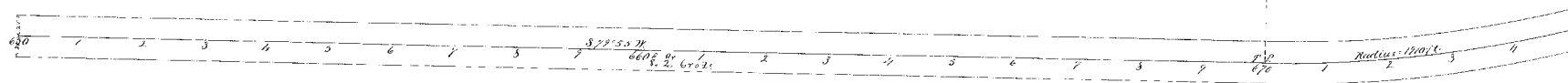
### *Stations*

### *Landmarks located on Plan*



# S P R I N G F I E L D

Chester W. Chapin





## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Athol & Enfield Railroad

### *Date Recorded*   *Sheet*   *Page*

3/20/1874   16   28

### *Towns located on Plan*

Springfield

### *Roads located on Plan*

### *Abutter Names located on Plan*

Chapin, Chester W

Fitzgerald, Edward

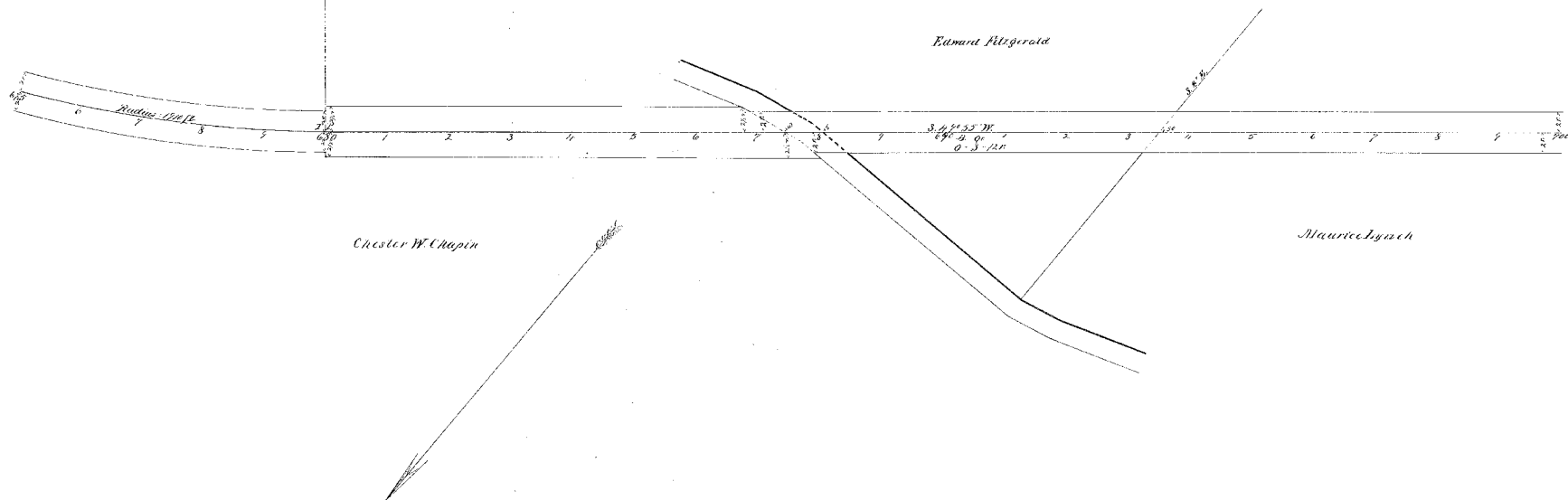
Lynch, Maurice

### *Stations*

### *Landmarks located on Plan*



**S**





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Athol & Enfield Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

3/20/1874      16      29

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Lynch, Maurice

Clark, Luther

Fitzgerald (heirs of)

Howard, John (heirs)

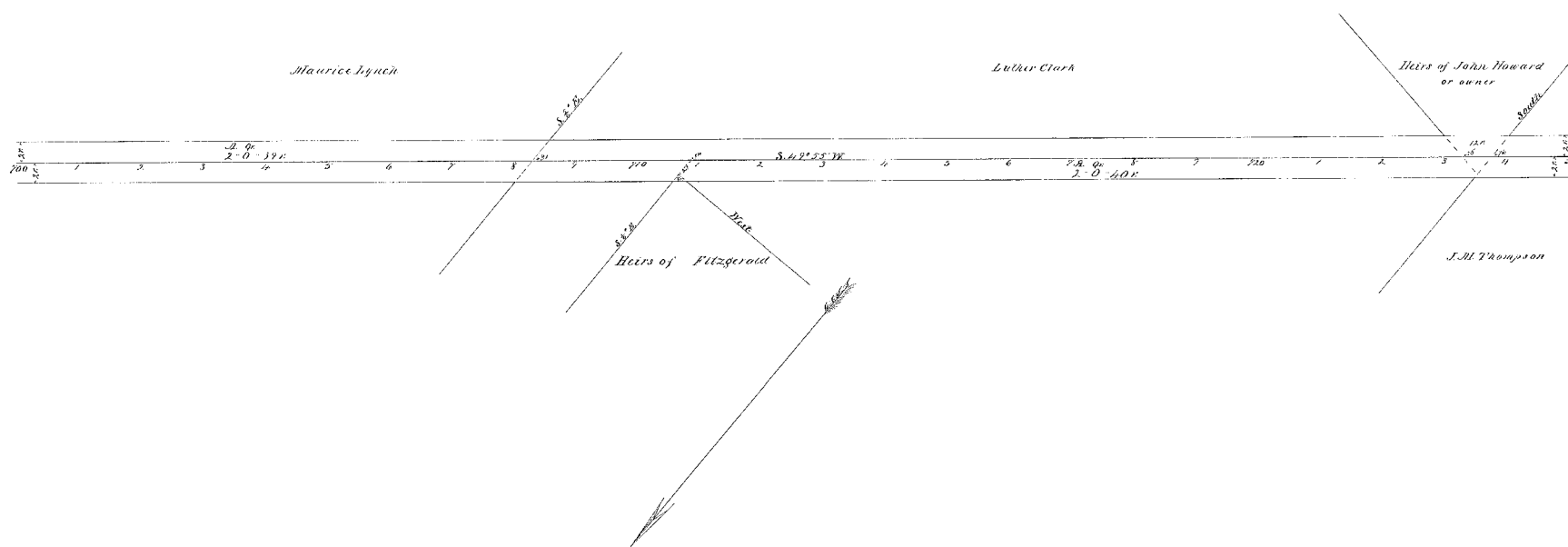
Thompson, JM

### ***Stations***

### ***Landmarks located on Plan***



**S**







## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Athol & Enfield Railroad

### *Date Recorded*   *Sheet*   *Page*

3/20/1874   16   31

### *Towns located on Plan*

Springfield

### *Roads located on Plan*

Rd

### *Abutter Names located on Plan*

Shaw, Charles

Boston & Albany RR Co

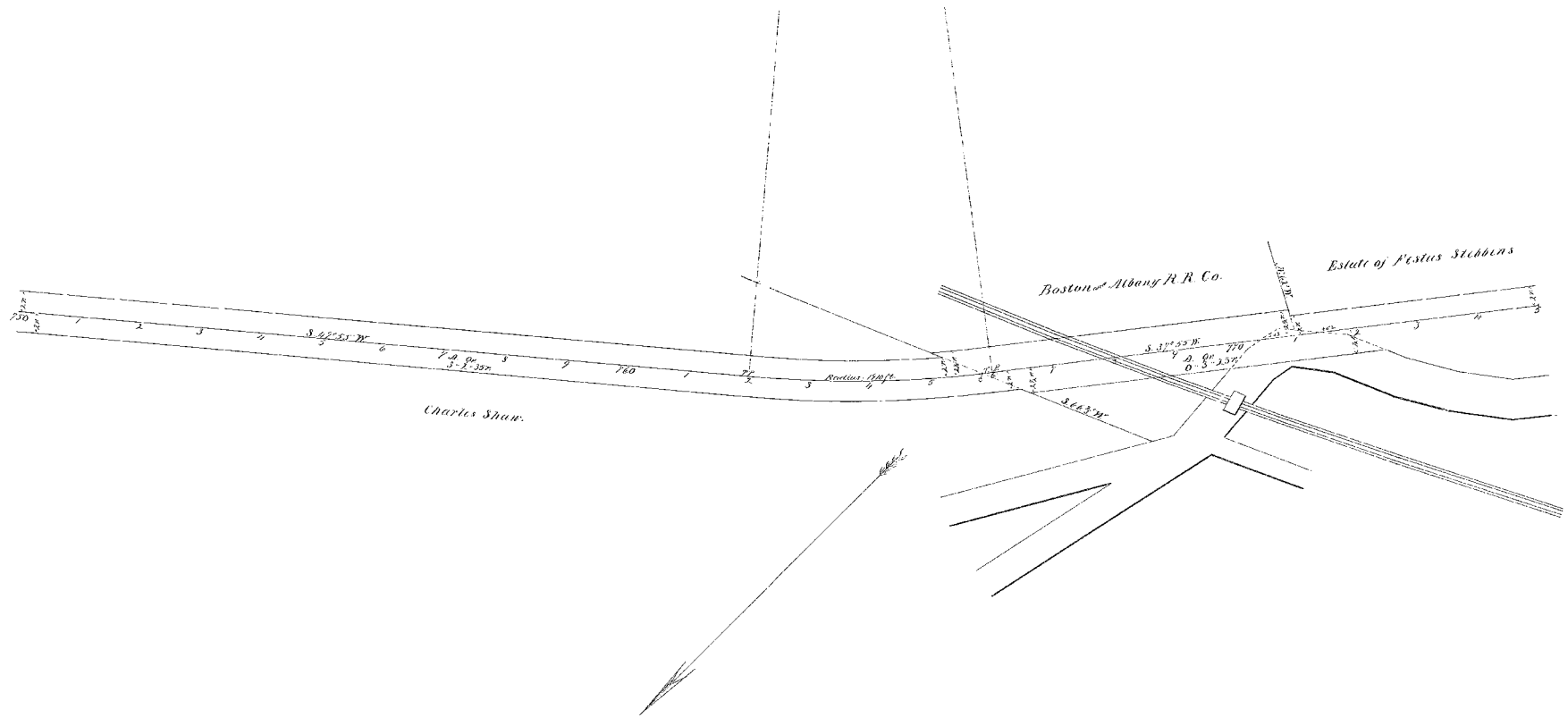
Stebbins, Festus (Est)

### *Stations*

### *Landmarks located on Plan*



# S P R I N G F I E L D





## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Athol & Enfield Railroad

### *Date Recorded*   *Sheet*   *Page*

3/20/1874   16   30

### *Towns located on Plan*

Springfield

### *Roads located on Plan*

### *Abutter Names located on Plan*

Thompson, JM

Childs, James K

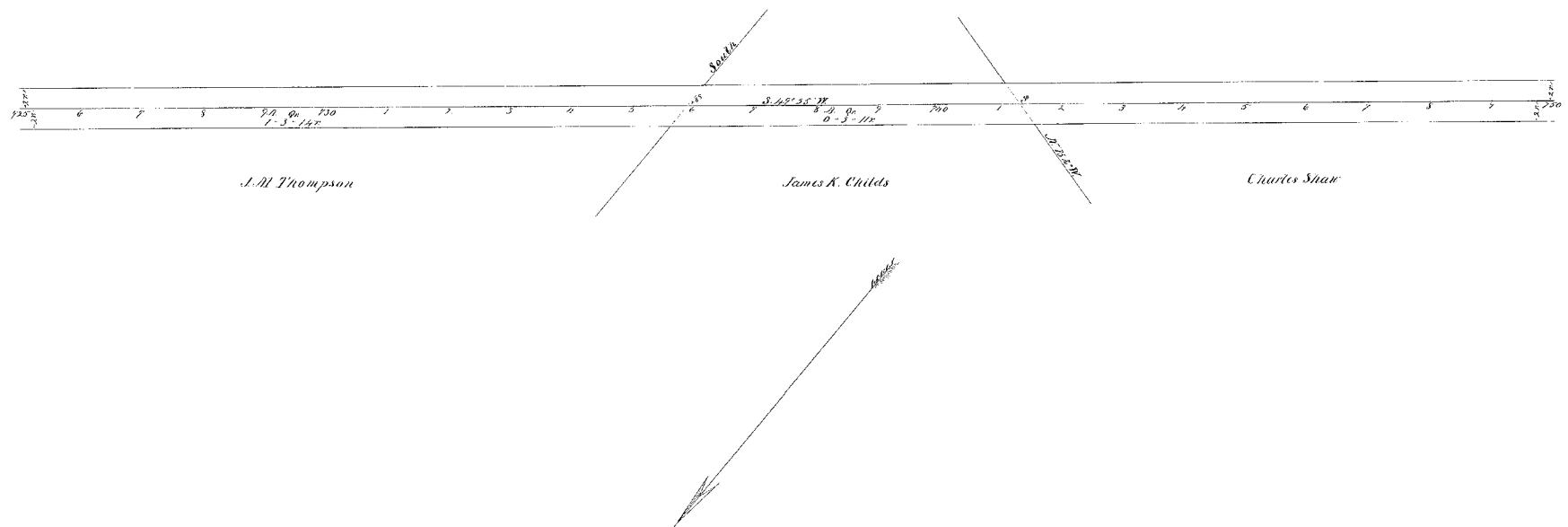
Shaw, Charles

### *Stations*

### *Landmarks located on Plan*



# S P R I N G F I E L D





## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Athol & Enfield Railroad

### *Date Recorded*   *Sheet*   *Page*

3/20/184   16   32

### *Towns located on Plan*

Springfield

### *Roads located on Plan*

### *Abutter Names located on Plan*

Stebbins, Festus (Est)

Thompson, JM (Col)

### *Stations*

### *Landmarks located on Plan*







## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Athol & Enfield Railroad

### *Date Recorded*

3/20/1874

### *Shelf*

16

### *Page*

33

### *Towns located on Plan*

Springfield

### *Roads located on Plan*

### *Abutter Names located on Plan*

Thompson, JM

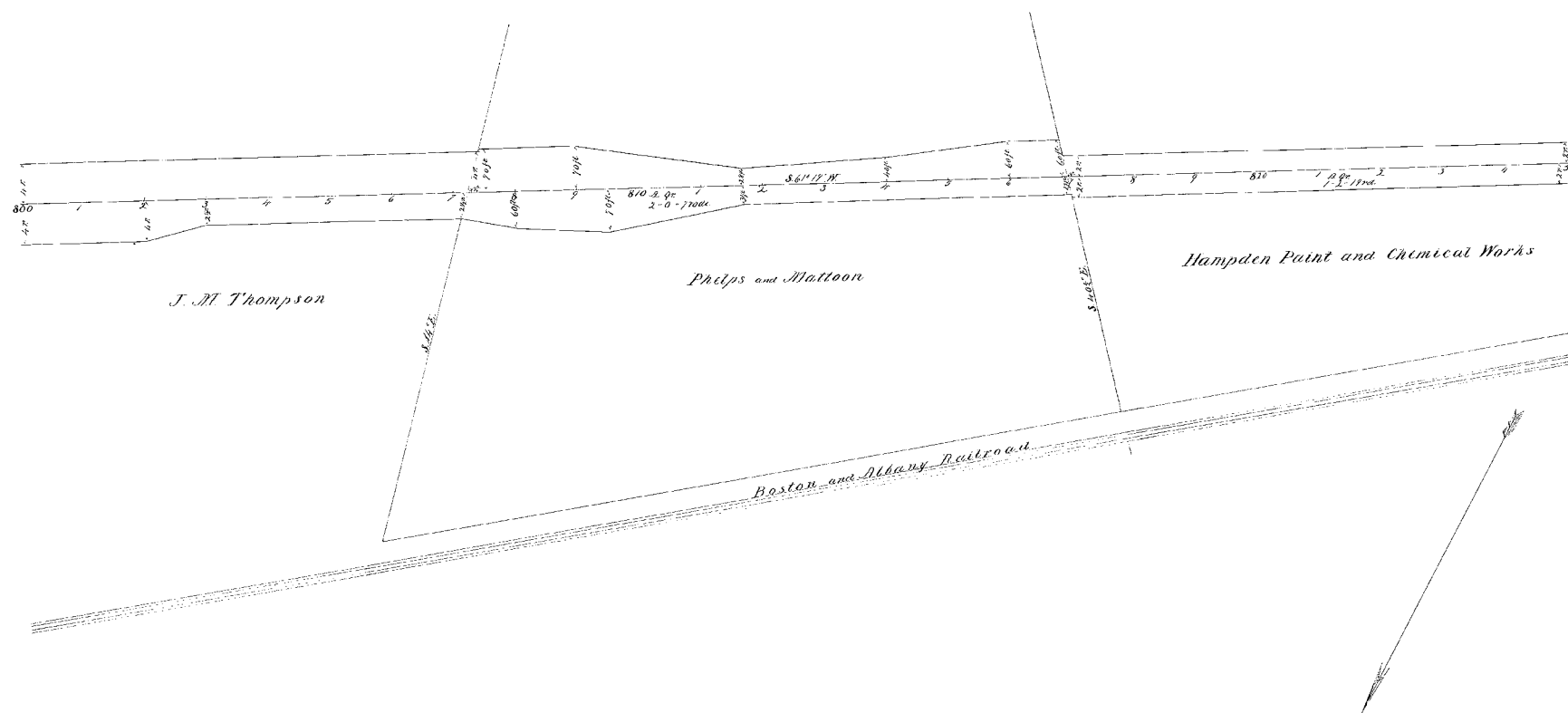
Phelps & Mattoon

Hampden Pain & Chemical  
Works

### *Landmarks located on Plan*

### *Stations*

**S**







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Athol & Enfield Railroad

### ***Date Recorded***

3/20/1874

### ***Shelf***

16

### ***Page***

34

### ***Towns located on Plan***

Springfield

### ***Roads located on Plan***

Armory St

Summer St

### ***Abutter Names located on Plan***

Hampden Paint & Chemical  
Works  
Kebbe, Horace

Sackett, Elijah

Sackett & Kibbe

Robinson Marsh & Co

Dwelly, AS

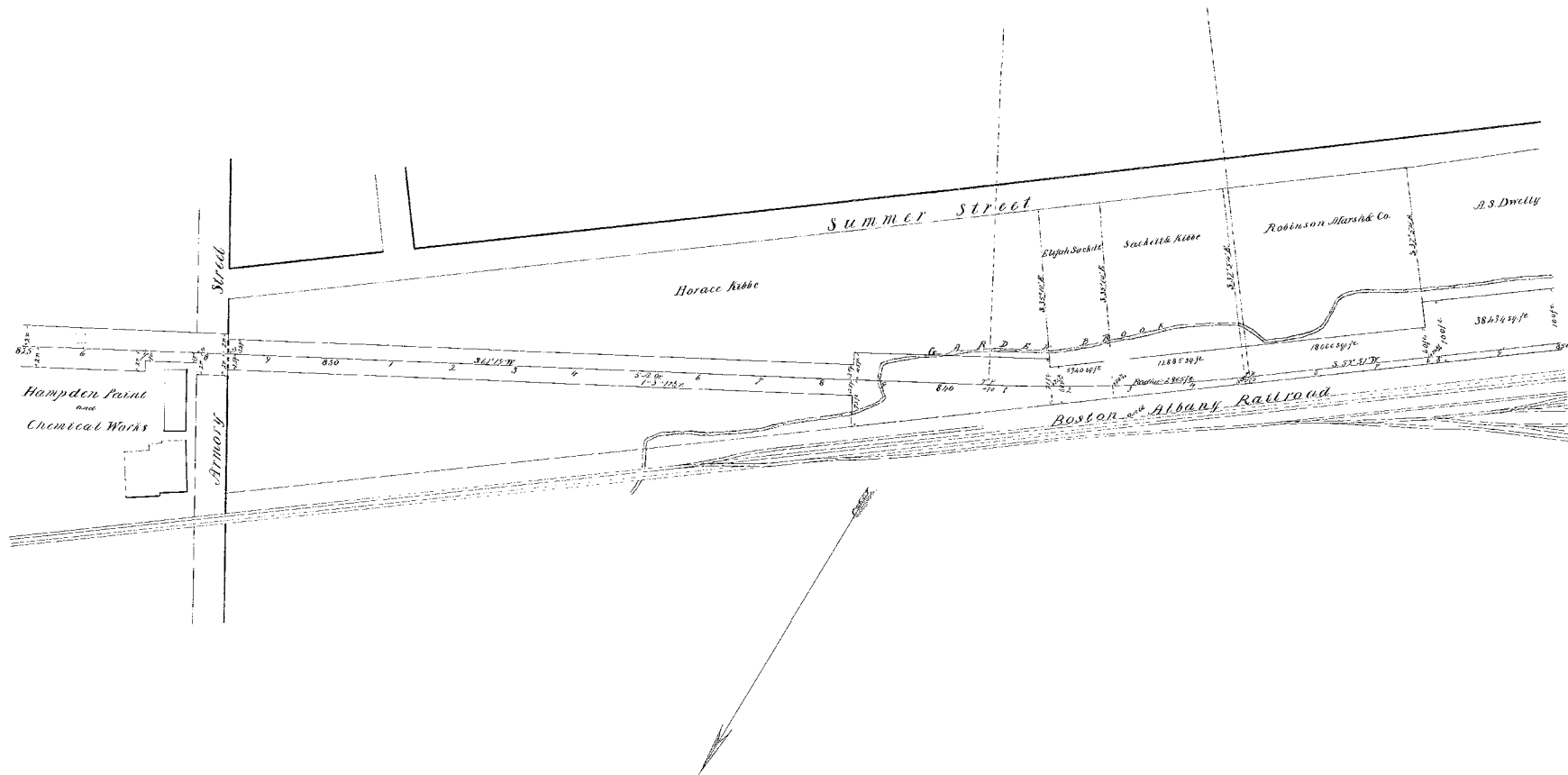
### ***Landmarks located on Plan***

Garden Brook

Boston & Albany RR

### ***Stations***

# S P R I N G F I E L D





## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Athol & Enfield Railroad

### **Date Recorded    Sheet    Page**

3/20/1874      16      35

### **Towns located on Plan**

Springfield

### **Roads located on Plan**

Summer St

Columbia St

Spring St

Lyman St

Chestnut St

### **Stations**

### **Landmarks located on Plan**

### **Abutter Names located on Plan**

Pease, Jennett      SA & NE RR

Pease, Jas H      Phelps, HW

Phelps, Willis      Noyes, Geo

Beham, Andrew      Shehan, Jas

Fitzgerald, M

Campbell, John

Howard, Patrick

Connolly, Rose

Gray, Henry (heirs of)

Springfield City

Mayo, A







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Southern New England RR Corp

### ***Date Recorded***

### ***Sheet***

### ***Page***

17

1

***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

***Stations***

***Landmarks located on Plan***

Cover Page



LOCATION

OF THE

SOUTHERN NEW ENGLAND R. R. CORP.

IN

HAMPDEN COUNTY



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Southern New England RR Corp

### ***Date Recorded***   ***Sheet***   ***Page***

6/12/1912   17   2

***Towns located on Plan***

***Roads located on Plan***

***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Description Page



Location of the railroad of the Southern New England Railroad Corporation in the County of Hampden, in the Commonwealth of Massachusetts.

In accordance with the provisions of St. 1906, chapter 463, Part 11, section 74, the Southern New England Railroad Corporation makes and files this location of that portion of its railroad that lies within the County of Hampden, in said Commonwealth, as shown on the accompanying map, in twenty-one sheets, and description of alignment, in one sheet, which map and description are hereby made a part of this location. Said map begins at the point where said railroad leaves the main line of the New London Northern Railroad in Palmer, in said County, and shows the line thence through the towns of Palmer, Monson and Brimfield, in said County, to the boundary line between the towns of Brimfield and Sturbridge and between the Counties of Hampden and Worcester.

The centre line or base line of location is the same line as filed with the Railroad Commissioners and is shown on this map in white. Centre line of track and of location are identical, except where divergence is shown by white line marked of Track. Bearings and lengths of tangents, and degrees, radii and lengths of curves, are shown in white. Names of owners of land taken, property boundary lines and bearings of same are shown in white.

The side lines of the location permitted by the statute, namely, five rods in width, marked "Location Taking" are shown in red and this location covers and includes all the lands embraced within and bounded by said side lines united red; and it also covers and includes the right to cross above grade by a viaduct or trestle in the location through private land of the Springfield & Eastern Street Railway Company near station 65 of said railroad, the land and property of the Central Massachusetts Electric Company lying between stations 65 plus 42 and station 67 plus 51 of said railroad, the location of the Boston & Albany Railroad Company near station 70 of said railroad, both said crossings being in said town of Palmer, and the location of the Boston & Albany Railroad Company near station 250 plus 66.5 of said railroad in said town of Brimfield. And for the purpose of supporting the railroad over and across said location of said street railway company, the following described lands and rights, in addition to said right to cross above grade, are taken from said street railway company, viz:

PARCEL 1 Beginning at station 64 plus 65 on the centre line of the Southern New England Railroad, thence southeasterly 12.5° at right angles to said centre line, thence northerly 10° parallel to centre line, thence 25° westerly at right angles thereto, thence southerly 10° parallel to centre line, thence easterly 12.5° to point of beginning.

PARCEL 2 Also beginning at the station 65 plus 42.5 on the centre line of the Southern New England Railroad, thence easterly 20° at right angles to said centre line, thence northerly 28.37° parallel to centre line, thence N 69°-02' W 45.53' along division line between the land owned by the Springfield & Eastern Street Railway Company and the land owned by the Central Massachusetts Electric Company, thence southerly 6.63° parallel to centre line of the Southern New England Railroad, thence easterly 20° at right angles thereto to point of beginning, together with the right to enter upon adjacent lands of said street railway company so far as necessary to construct and maintain said railroad and viaduct and their supports. And for the purpose of supporting the railroad over and across said land and property of the Central Massachusetts Electric Company the following described land and rights, in addition to said rights to cross above grade are taken from said Electric Company, viz:

PARCEL 1 Beginning at station 65 plus 60 which is the point of intersection of the centre line of the Southern New England Railroad and the division line between the land owned by the Springfield and Eastern Street Railway Company and the land owned by the Central Massachusetts Electric Company, thence easterly 22.765° on said division line, thence northerly 16.63° parallel to centre line of the Southern New England Railroad, thence westerly 40° at right angles to said centre line, thence westerly 38.37° parallel to centre line, thence easterly 23.765° on said division line to point of beginning PARCEL 2 Also a parcel of land extending from station 66 plus 18.50 to station 66 plus 63.50 on the centre line of the Southern New England Railroad Corporation and having a width of 20 ft. on each side of said centre line between the stations named, together with the right to enter upon adjacent lands of said Electric Company as far as necessary to construct and maintain said railroad and viaduct, and their supports.

Distances of the side lines of location from said centre line or base line are shown in the red figures indicating feet and fractional parts of a foot.


Side lines indicating land that will be eventually required for the construction of the railroad are marked "Location Required" and are shown in yellow, and the distances of said side lines from the centre line of the proposed railroad track are also shown in yellow.

All bearings are astronomic or true bearings.

Under authority of a vote of the Directors I hereby certify the

accompanying map and description of alignment and the foregoing recitals as

and for location of that portion of the railroad of the Southern New England Railroad Corporation lying within the County of Hampden, in the Commonwealth of Massachusetts.



May 20, 1912

President, Southern New England Railroad Corp.  
For said Corporation

At a meeting of the Directors of the Southern New England Railroad Corporation duly held at Boston, Massachusetts, on January 2, 1912. A quorum being present, it was VOTED,

That a map in twenty-one sheets and a statement of alignment in one sheet submitted by the President, be adopted as for the location of that portion of the railroad of said corporation lying within the County of Hampden, in the Commonwealth of Massachusetts; and that the President be and he hereby is authorized and directed to certify said location and cause the same to be filed with the County Commissioners of said County of Hampden.

A true copy of the record.

Attest,  1912

Clerk of the Directors of the Southern  
New England Railroad Corporation.

Boston, June 6, 1912

Under the provisions of the Acts of 1906, chapter 463, Part 11, section 81, I hereby certify that these plans are prepared in conformity with the rules of the Board of Railroad Commissioners.



Clerk.

Hampden, ss: *Commonwealth of Massachusetts.*  
*Clerk's Office of the County Commissioners.*  
*Filed June 12, 1912.*  
Attest: *Robert O. Morris* Clerk.



ALIGNMENT OF CENTER LINE OF LOCATION.

Town of Palmer.

Beginning at a point in the Town of Palmer, County of Hampden, Commonwealth of Massachusetts, said point being in the Village of Palmer near the bridge of the New London Northern Railroad Company over the Quabog River and also fourteen (14) feet easterly from the center line of said railroad, thence on a course bearing S. 34° 10' E. (astronomic) eighty (80) feet to a point on the town line between the Towns of Palmer and Monson, said point being in the center of the Quabog River.

Town of Monson

Beginning on the dividing line between the Towns of Palmer and Monson, in the County of Hampden, Commonwealth of Massachusetts, at a point where said line is intersected by said route, said point being fourteen (14) feet easterly from, the center line of the railroad of the New London Northern Railroad Company; thence on a course bearing S. 34° 10' E. (astronomic) seventeen hundred and fifty-four and nine-tenths (1754.9) feet parallel to the above mentioned railroad, to a point; thence by a curve to the left of 3° (radius 1910.1 feet) for a distance of eighteen hundred and twenty nine and one-tenth (1829.1) feet, said curve being flattened at each end by a Searles Spiral of six 39 foot chords; (said curve crosses a public way to the State Hospital); thence on a course bearing S. 82° E. ten hundred and ninety-nine and seven-tenths (1099.7) feet, crossing a public way and the track of the Springfield and Eastern Street Railway Company; thence by a curve to the left of 3° (radius 1910.1 feet) for a distance of eighteen hundred and fifty-one and three-tenths (1851.3) feet, said curve being flattened at each end by a Searles Spiral of six 39 foot chords; thence by a course bearing N. 49° 30' E. three hundred and fifty (350) feet to a point on the dividing line between the Towns of Monson and Palmer, said point being in the center of the Quabog River.

Town of Palmer

Beginning again at the town line between the Towns of Monson and Palmer, in the center of the Quabog River near the power house, east of the Village of Palmer; thence on a course bearing N. 49° 30' E. (astronomic) one hundred and seventy and seven-tenths (170.7) feet, crossing the location of the Springfield and Eastern Street Railway Company; thence by a curve to the right of 5° (radius 1146.3 feet) for a distance of eleven hundred and sixty-seven and three-tenths (1167.3) feet, crossing the State Highway and the location of the Boston and Albany Railroad Company, said curve being flattened at each end by a Searles Spiral of nine 35 foot chords; thence on a course bearing S. 88° 38' E. forty hundred and eighteen and seven-tenths (4018.7) feet, crossing three public ways; thence by a curve to the left of 1° (radius 5729.6 feet) for a distance of seven hundred and thirty-three and three-tenths (733.3) feet; thence on a course bearing N. 84° 2' E. eight hundred and ninety-one and eight-tenths (891.8) feet; thence by a curve to the left of 6° (radius 955.4 feet) for a distance of fourteen hundred and twelve and seven-tenths (1412.7) feet, crossing a public way, said curve being flattened at each end by a Searles Spiral of eleven 33 foot chords; thence on a course bearing N. 20° 50' E. twelve hundred and seventy eight and five tenths (1278.5) feet; thence by a curve to the left of 1° 30' (radius 3819.8 feet) for a distance of sixteen hundred and forty-six and two tenths (1646.2) feet, crossing a public way, said curve being flattened at each end by a Searles Spiral of three 44 foot chords; thence on a course bearing N. 1° 54' W. seven hundred and seventy and eight-tenths (770.8) feet; thence on a curve to the left of 6° (radius 955.4 feet) for a distance of ten hundred and four-tenths (1075.4) feet, said curve being flattened at each end by a Searles Spiral of eleven 33 foot chords; thence on a course bearing N. 44° 52' W. fifty-seven and nine-tenths (57.9) feet; thence by a curve to the right of 6° (radius 955.4 feet) for a distance of eighteen hundred and eighty-nine and three tenths (1889.3) feet, said curve being flattened at each end by a Searles Spiral of eleven 33 foot chords; thence on a course bearing N. 46° 56' E. eighteen hundred and sixty-five and four-tenths (1865.4) feet; thence curving to the right by a Searles Spiral of ten 33 foot chords three hundred and thirty (330) feet; thence by a 5° 30' curve (radius 1042.1 feet) for a distance of twelve hundred and twenty-two (1222) feet to a point on the dividing line between the Towns of Palmer and Brimfield, crossing the State Highway, said point being the center of the Quabog River.

Town of Brimfield.

Beginning at a point in the dividing line between the Towns of Palmer and Brimfield where said dividing line is intersected by the centre line if said route, said point being in the center of the Quabog River, thence by a curve to the right of 5° 30' (radius 1042.1 feet), ten hundred and fifty-three and eight-tenths (1053.8) feet, crossing the Boston and Albany Railroad and a public way; thence curving to the right by a Searles Spiral of ten 33 foot chords three hundred and thirty (330) feet; thence by a curve to the left of 1° 45' (radius 3274.2 feet) twenty-one hundred seventy and three-tenths (2170.3) feet, said curve being flattened at each end by a Searles Spiral of four 42 foot chords; thence S. 25° E. five hundred and five and three-tenths (505.3) feet; thence by a curve to the right of 6° (radius 955.4 feet) twelve hundred and thirty-four and nine-tenths (1234.9) feet, said curve being flattened at each end by a Searles Spiral of eleven 33 foot chords, crossing a public way; thence S. 27° 32' W. twenty-one hundred and forty-nine and five-tenths (2149.5) feet; thence by a curve to the left of 6° (radius 955.4 feet) twenty-four hundred and thirteen and eight-tenths (2413.8) feet, said curve being flattened at each end by a Searles Spiral of eleven 33 foot chords; thence N. 84° 16' E. three hundred and fifty-six

and two-tenths (356.2) feet; thence by a curve to the right of 6° (radius 955.4 feet) twenty-two hundred and forty-six and six-tenths (2246.6) feet, said curve being flattened at each end by a Searles Spiral of eleven 33 foot chords; thence S. 17° 30' W. four hundred and fifty-five and seven-tenth (455.7) feet; thence by a curve to the left of 6° (radius 955.4 feet) nine hundred and seventy-three and eight-tenths (973.8) feet, said curve being flattened at each end by a Searles Spiral of eleven 33 foot chords; thence S. 19° 22' E. twelve hundred and two and nine-tenths (1202.9) feet; thence by a curve to the left of 6° (radius 955.4 feet) eight hundred and forty-two and seven-tenths (842.7) feet, said curve being flattened at each end by a Searles Spiral of eleven 33 foot chords; thence S. 48° 22' E. sixty-three and three-tenths (63.3) feet; thence by a curve to the right of 6° (radius 955.4 feet) eight hundred and ninety three and two tenths (893.2) feet, said curve being flattened at each end by a Searles Spiral of eleven 33 foot chords, crossing a public way; thence S. 16° 20' E. eleven hundred and fifty-one and eight tenths (1151.8) feet; thence by a curve to the right of 6° (radius 955.4 feet) seven hundred and forty-two and seven-tenths (742.7) feet, said curve being flattened at each end by a Searles Spiral of eleven 33 foot chords; thence S. 6° 40' W. one hundred and nineteen and six-tenths (119.6) feet; thence by a curve of 6° (radius 955.4 feet) nineteen hundred and thirty-eight and five tenths (1938.5) feet; said curve being flattened at each end with a Searles Spiral of eleven 33 foot chords; thence S. 88° 5' E. eleven hundred and sixty-five and eight-tenths (1165.8) feet; thence by a curve to the right of 2° (radius 2864.9 feet) twenty-two hundred and twenty and two-tenths (2220.2) feet, said curve being flattened at each end by a Searles Spiral of four 42 foot chords; thence S. 47° 4' E. seven hundred and seventy-two (772) feet; thence by a curve to the left of 3° 30' (radius 1637.3 feet) twenty-four hundred and forty-seven and two-tenths (2447.2) feet, crossing the location of the Springfield and Eastern Street Railway Company, the State Highway and the road to Wales, said curve being flattened at each end by a Searles Spiral of seven 38 foot chords; thence N. 56° 34' E. twenty-three hundred and sixty and three-tenths (2360.3) feet; thence by a curve to the right of 3° (radius 1910.1 feet) twenty-one hundred and eighty and two-tenths (2180.2) feet, crossing Mill Lane, said curve being flattened at each end by a Searles Spiral of six 39 foot chords; thence S. 65° 4' E. ~ S. 65° 16' E. forty-three hundred and seventy-six and three-tenths (4376.3) feet, crossing two public ways; thence by a curve to the right of 1° (radius 5729.7 feet) twenty hundred and ninety-six and seven-tenths (2096.7) feet, crossing a public way to Holland; thence S. 44° 16' E. sixty-three hundred and fifty-eight and two-tenths (6358.2) feet, crossing a public way known as the Five Bridge Road; thence curving to the left by a Searles Spiral of five 40 foot chords two hundred (200) feet; thence by a 2° 30' curve (radius 2292 feet) seventeen hundred (1700) feet to a point of compound curvature; thence by a curve to the left of 2° (radius 2864.9 feet) sixteen hundred and six and seven-tenths (1606.7) feet; thence by a Searles Spiral of four 42 foot chords one hundred and sixty-eight (168) feet; thence N. 56° 54' E. eight hundred and eighty-six and three-tenths (886.3) feet; thence by a curve to the left of 4° (radius 1432.7 feet) eight hundred and twenty-two (822) feet, said curve being flattened at each end by a Searles Spiral of eight 37 foot chords; thence N. 35° 42' E. twenty-two hundred and twenty-two and two-tenths (2222.2) feet, crossing a public way; thence by a curve to the right of 5° radius (1146.3 feet) nine hundred and thirty-three and seven-tenths (933.7) feet; said curve being flattened on each end by a Searles Spiral of nine 35 ft. chords; thence N. 65° 54' E. fourteen hundred and fifty-four (1454) feet; thence by a curve to the right of 6° (radius 955.4 feet) ten hundred and ninety and four-tenths (1090.4) feet, said curve being flattened at each end by a Searles Spiral of eleven 33 foot chords; thence S. 70° 14' E. five hundred and ninety-four and six-tenths (594.6) feet to a point in the dividing line between the Towns of Brimfield and Sturbridge, said point being one hundred and thirty (130) feet southerly from the south bank of the Quinebaug River.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Southern New England RR Corp

### ***Date Recorded***   ***Sheet***   ***Page***

6/12/1912   17   4

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

Fox Ave

Chestnut St

Arch St

Oak St

### ***Abutter Names located on Plan***

Central Vermont RR

Holden, DF

T J Chalk & Lewis

Light Heat & Power Corp

***Stations***   -5+55-10+0

### ***Landmarks located on Plan***

Monson Town Line

Quabaug River

Monson Brook



# PALMER

Sheet No 1

TOWN OF PALMER

TOWN OF MONSON

Point of Beginning

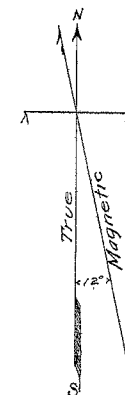
STATE OF MASSACHUSETTS

QUABAG RIVER

POW. AVE. SOUTH

CHERRY ST. MAIN

OAK ST. Street



SOUTHERN NEW ENGLAND RAILROAD CORPORATION  
 250 East Ave. Southbridge, Mass.  
 Showing part of Section I.  
 From Sta-5+55 to Sta 10+00  
 L<sup>1</sup> Location  
 Drawn by C.D.C.  
 Checked by H.L.L.  
 Date Dec 29, 1910  
 Scale 200' = 1 inch  
 Approved H.C. Child  
 Date Jan 1-1  
 Chief Eng.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Southern New England RR Corp

| <b><i>Date Recorded</i></b> | <b><i>Sheet</i></b> | <b><i>Page</i></b> |
|-----------------------------|---------------------|--------------------|
|-----------------------------|---------------------|--------------------|

|           |    |   |
|-----------|----|---|
| 6/12/1912 | 17 | 5 |
|-----------|----|---|

### ***Towns located on Plan***

Monson

### ***Roads located on Plan***

Public Rd

Arch St

Oak St

### ***Abutter Names located on Plan***

Central Vermont Rr

Light Heat & Power Corp

Mass Comm

Barker, Josephine Fay

Foley, CM

***Stations*** -5+55-38+0

### ***Landmarks located on Plan***

Quabaug River

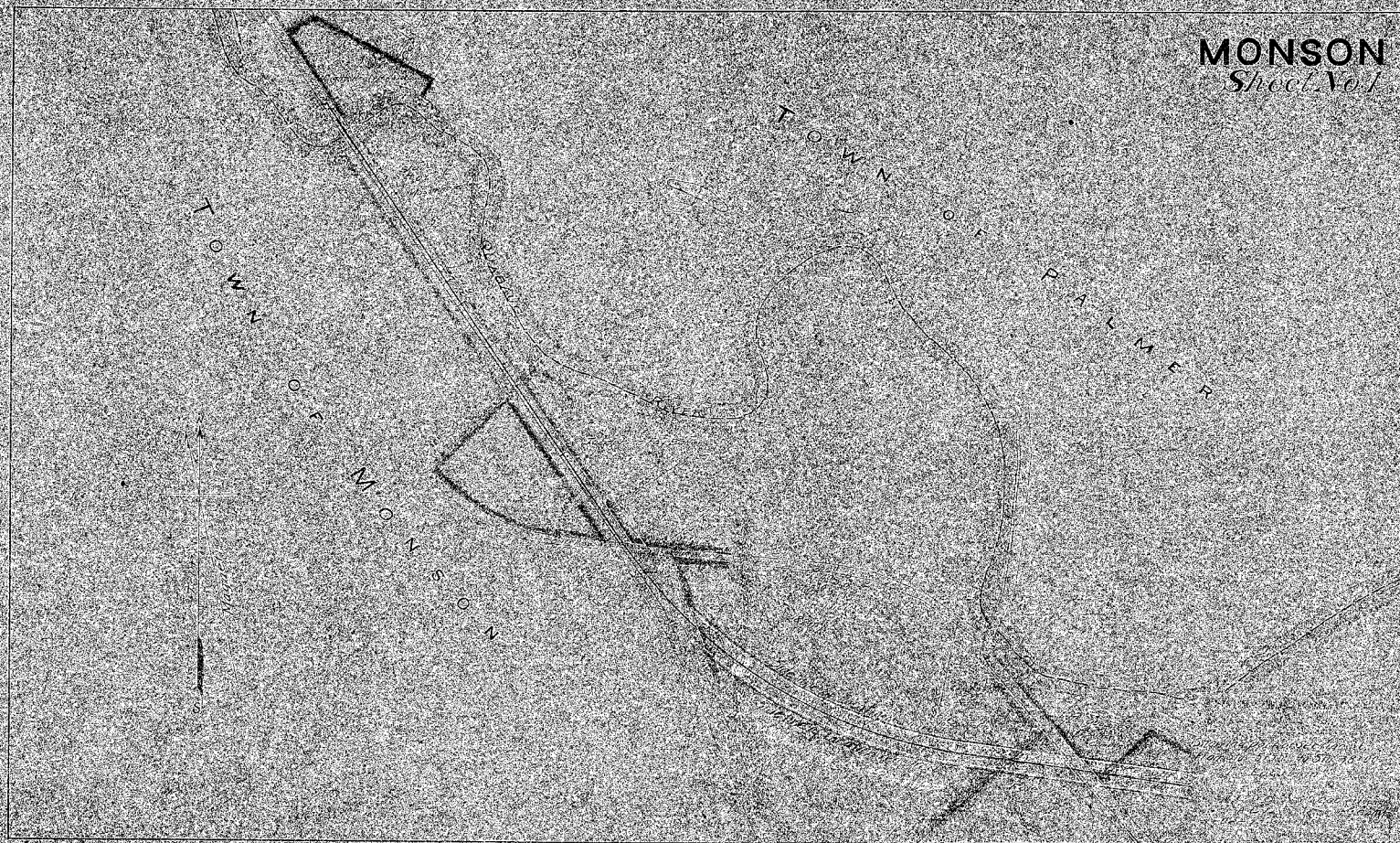
Monson Brook

Quabaug Leather Co

Palmer Town Line



**MONSON**  
*Sheet No. 1*





## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Southern New England RR Corp

### **Date Recorded**

6/12/1912

### **Shelf**

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6

### **Towns located on Plan**

Monson

### **Roads located on Plan**

State Hwy

### **Abutter Names located on Plan**

Springfield & Central RR Co

Baker, Josephine Fay

Foley, CM

Swan, Evangeline A

Tipper, Thomas J

Central Mass Electric Co

### **Landmarks located on Plan**

Quabaug River

Quabaug Leather Co

Mill Race

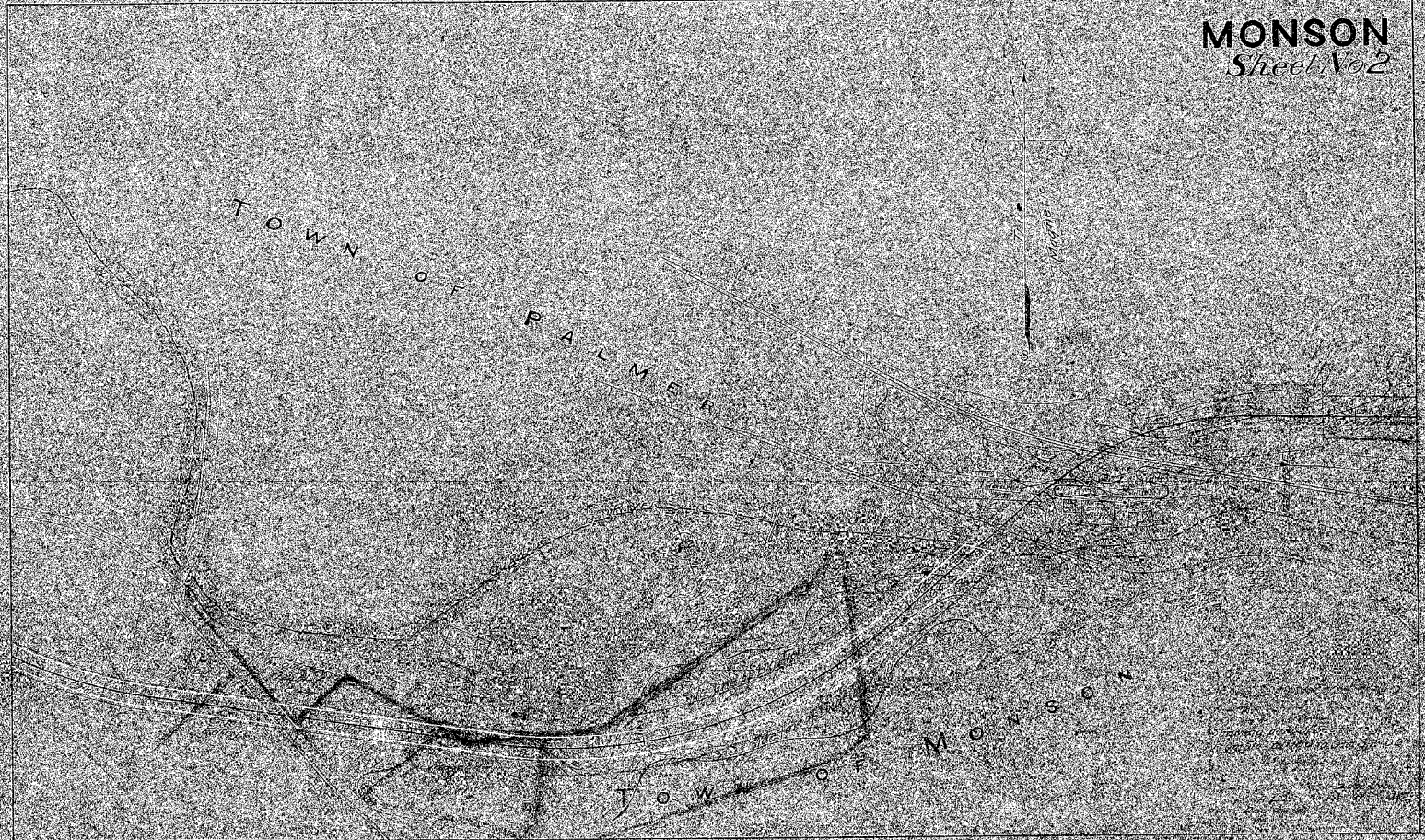
Boston & Albany RR

### **Stations**

25+00-820



**MONSON**  
*Sheet No 2*





## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Southern New England RR Corp

### **Date Recorded**

6/12/1912

### **Shelf**

17

### **Page**

7

### **Towns located on Plan**

Palmer

### **Roads located on Plan**

State Hwy

Public Rd

### **Abutter Names located on Plan**

Springfield & Eastern RR

B & A Right of Way of Way

Robinson,JL

Central Mass Electric Co

Hathaway,Dwight C

Brainerd,HW

Boston & Albany RR

Colburn,Jane

### **Landmarks located on Plan**

Pond

Mill Race

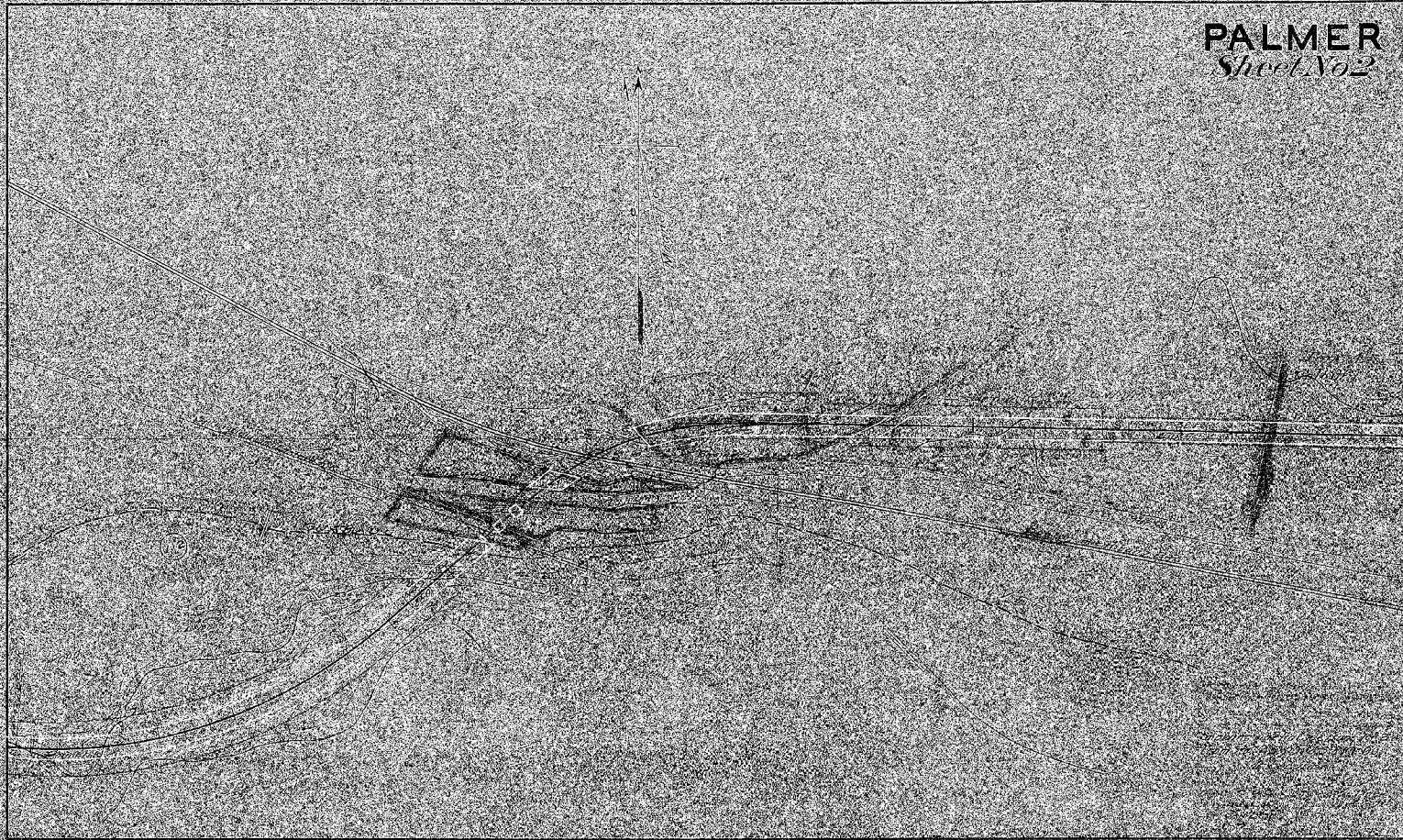
Quabaug River

### **Stations**

45+00-101



PALMER  
*Sheet No. 2*





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Southern New England RR Corp

### ***Date Recorded***   ***Sheet***   ***Page***

6/12/1912   17   8

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

State Hwy

Public Rd

### ***Abutter Names located on Plan***

Colburn, Jane

Deland, Mary E

Gold, Jacob

Vik, Beda M

Converse, HD

Skowrya, Rudolf

Skowrya, Viktoryja

***Stations***   97+00-152

### ***Landmarks located on Plan***

Boston & Albany RR



[illegible]





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Southern New England RR Corp

| <b><i>Date Recorded</i></b> | <b><i>Sheet</i></b> | <b><i>Page</i></b> |
|-----------------------------|---------------------|--------------------|
|-----------------------------|---------------------|--------------------|

|           |    |   |
|-----------|----|---|
| 6/12/1912 | 17 | 9 |
|-----------|----|---|

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

Public Rd

State Hwy

### ***Abutter Names located on Plan***

Skowyra, Rudolf

Skowyra, Viktoryja

Green, Oliver L

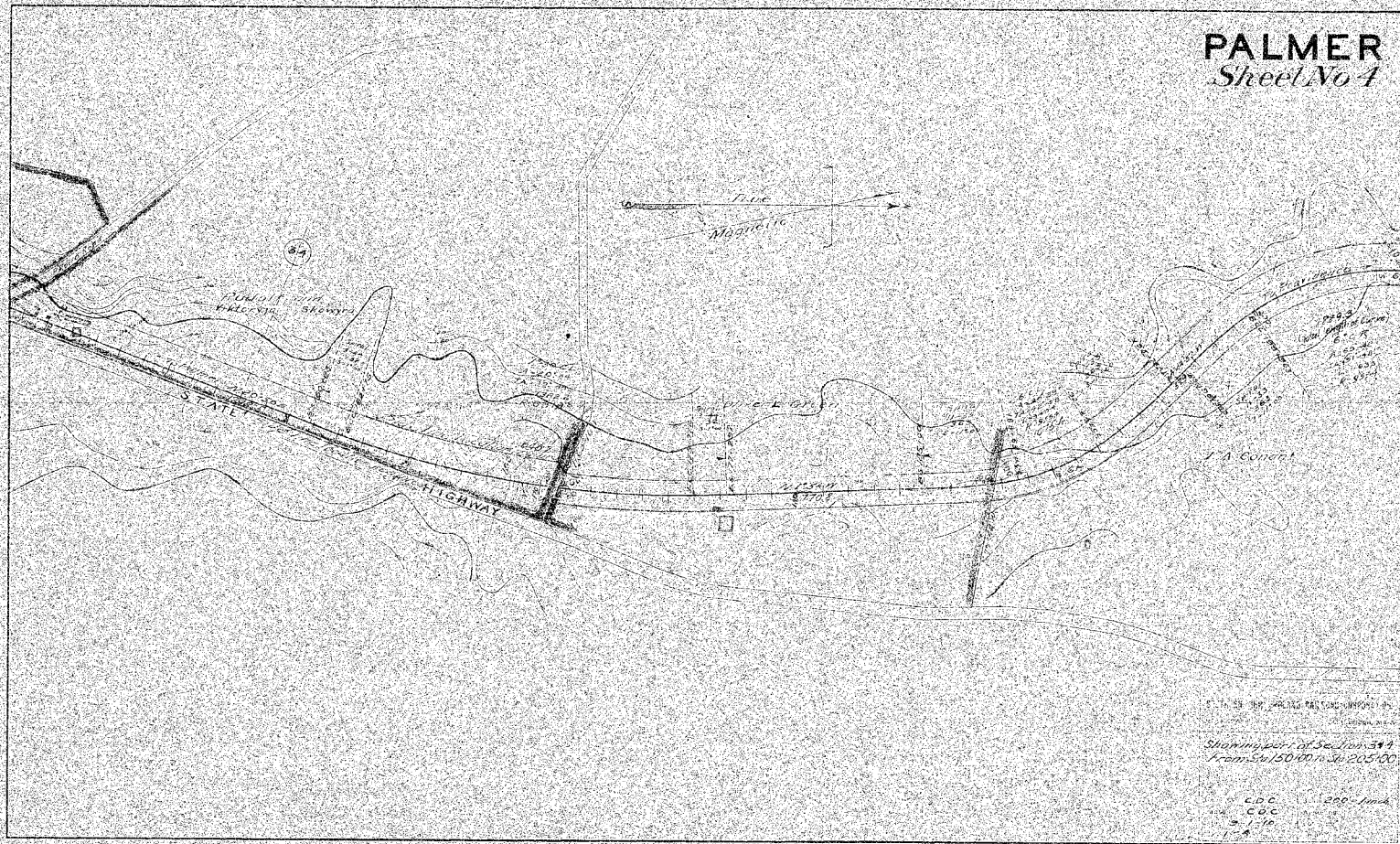
Conant, LA

***Stations*** 150+00-205

### ***Landmarks located on Plan***



# **PALMER** *Sheet No 4*



1" = 100' (Horizontal)  
 1" = 200' (Vertical)  
 Showing part of Section 344  
 from Sta 150+00 to Sta 205+00  
 C.O.C. 100' - 100'  
 C.O.C. 100' - 100'  
 1" = 100'



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Southern New England RR Corp

| <b><i>Date Recorded</i></b> | <b><i>Sheet</i></b> | <b><i>Page</i></b> |
|-----------------------------|---------------------|--------------------|
|-----------------------------|---------------------|--------------------|

|           |    |    |
|-----------|----|----|
| 6/12/1912 | 17 | 10 |
|-----------|----|----|

### ***Towns located on Plan***

Palmer

### ***Roads located on Plan***

State Rd

### ***Abutter Names located on Plan***

Conant, LA

Morcy, FF(est)

Harness, L

***Stations*** 203+00-250

### ***Landmarks located on Plan***

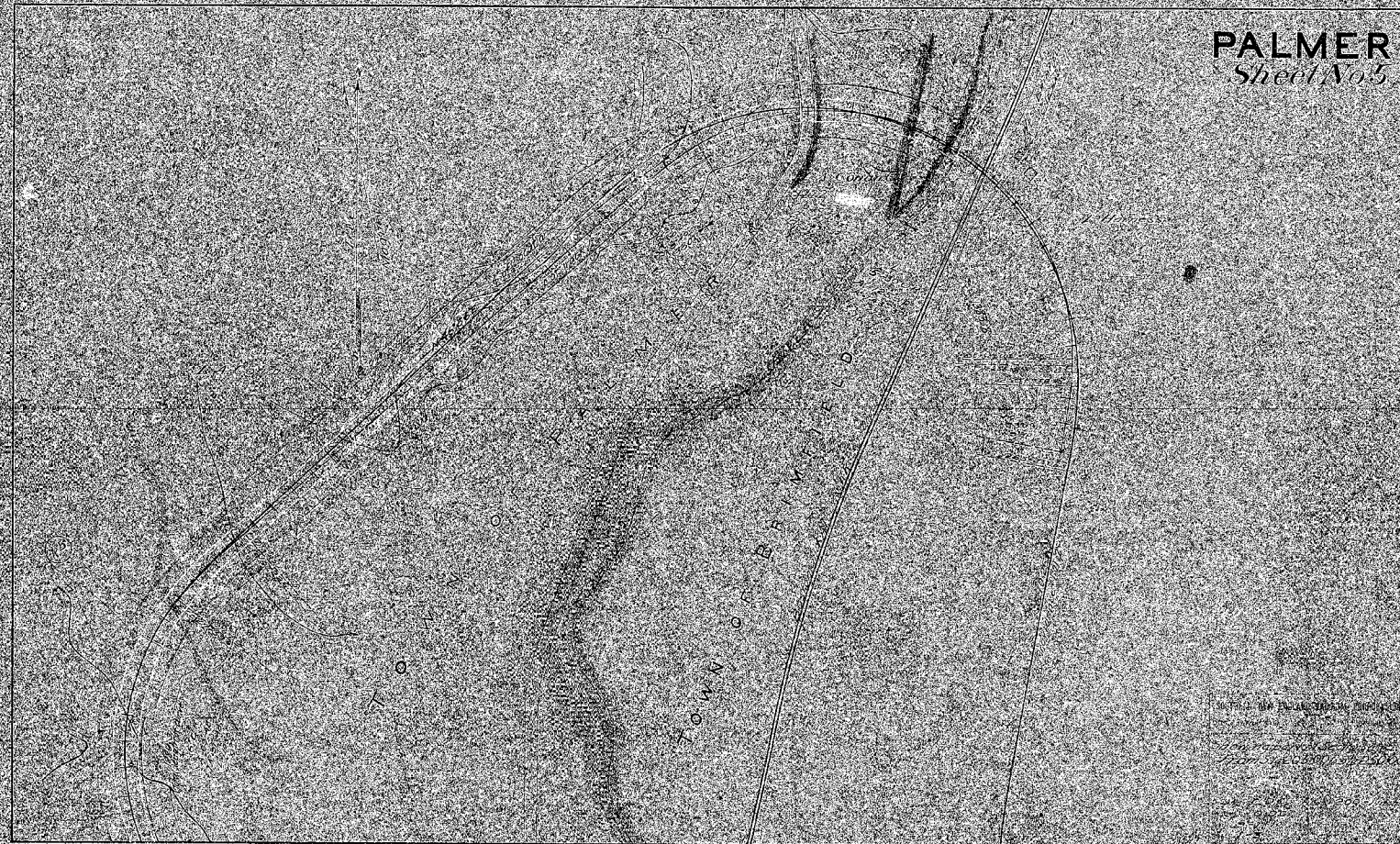
Quabaug River

Brimfield Town Shown

Boston & Albany RR



**PALMER**  
*Sheet No. 5.*





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Southern New England RR Corp

### ***Date Recorded***   ***Sheet***   ***Page***

6/12/1912   17   11

### ***Towns located on Plan***

Brimfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Harness, Louise

Harness, LF

Sherman, Merrick A

Sherman, Clarence E

***Stations***   250+00-277

### ***Landmarks located on Plan***

Palmer Town Shown

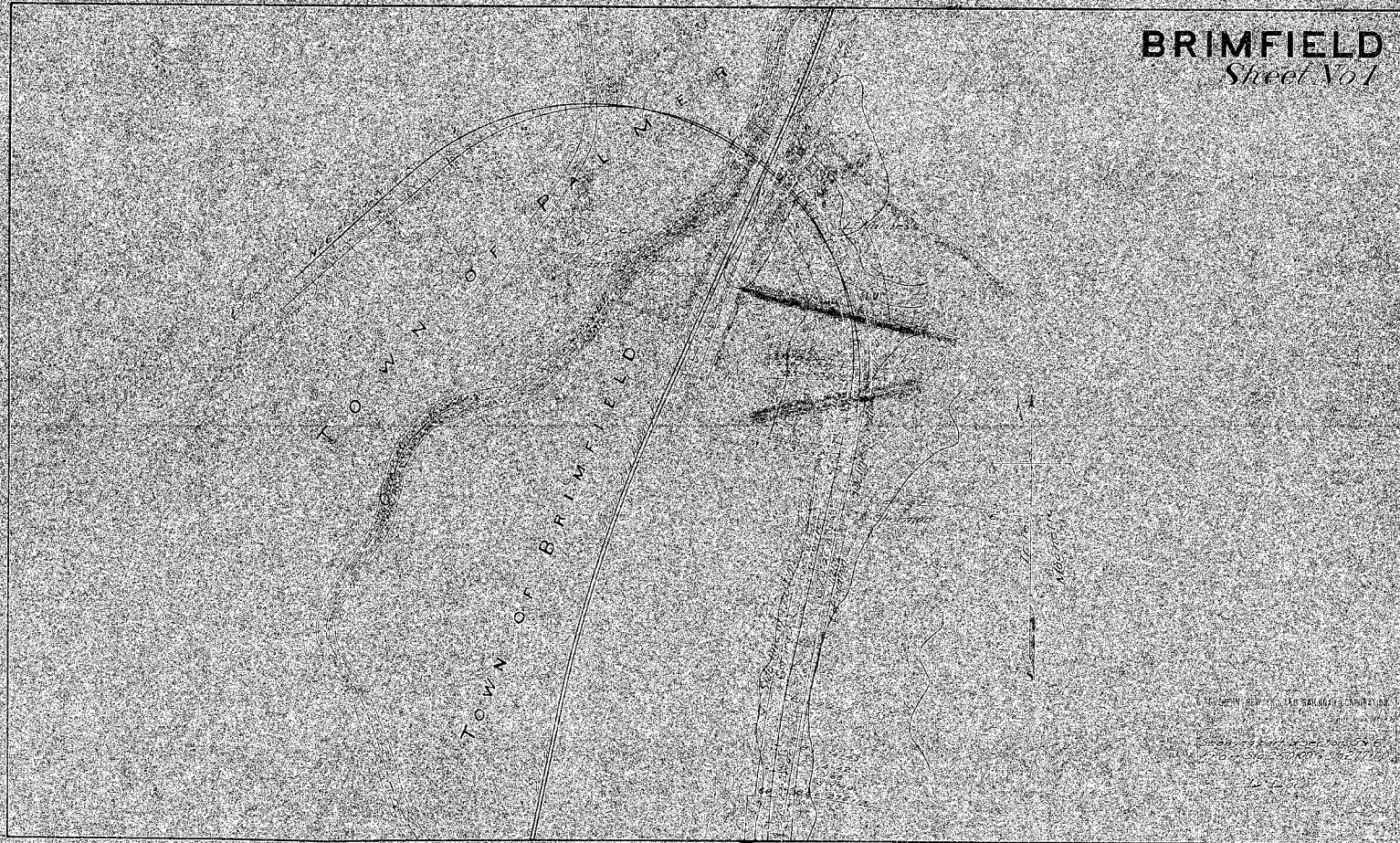
Quabaug River

Boston & Albany RR





**BRIMFIELD**  
*Sheet No. 1*



U.S. GEOLOGICAL SURVEY  
Brimfield, Massachusetts  
1908



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Southern New England RR Corp

| <b><i>Date Recorded</i></b> | <b><i>Sheet</i></b> | <b><i>Page</i></b> |
|-----------------------------|---------------------|--------------------|
|-----------------------------|---------------------|--------------------|

|           |    |    |
|-----------|----|----|
| 6/12/1912 | 17 | 12 |
|-----------|----|----|

### ***Towns located on Plan***

Brimfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Sherman, Clarence E

Filer, Charles

Haley, Daniel

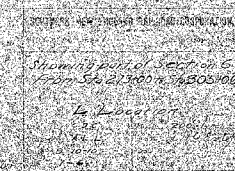
***Stations*** 273+00-305

### ***Landmarks located on Plan***



Sheet No 1  $\frac{1}{2}$

13001203





## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Southern New England RR Corp

### *Date Recorded*   *Sheet*   *Page*

6/12/1912   17   13

### *Towns located on Plan*

Brimfield

### *Roads located on Plan*

### *Abutter Names located on Plan*

Haley, Daniel

Holbrook, AW

**Stations**   302+00-336   Brook

### *Landmarks located on Plan*





**BRIMFIELD**  
*Sheet No. 2*

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Published by the U.S. Geological Survey  
Washington, D.C.

1:50,000



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Southern New England RR Corp

### ***Date Recorded***   ***Sheet***   ***Page***

6/12/1912   17   14

### ***Towns located on Plan***

Brimfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Holbrook,AW

Wells,Pamelia S

Booth,Hurbert F

Booth,Howard E

***Stations***   335+00-388

### ***Landmarks located on Plan***

Brook



**BRIMFIELD**  
*Sheet No. 2 1/2*

The map shows a geological cross-section of the Brimfield area. Key features include:
 

- Section of section of quarry**: A prominent feature in the center of the map, showing a cross-section of a quarry.
- Section of section of quarry**: Another cross-section of a quarry, located to the right of the first section.
- Section of section of quarry**: A third cross-section of a quarry, located to the left of the first section.
- Section of section of quarry**: A fourth cross-section of a quarry, located to the right of the second section.
- Section of section of quarry**: A fifth cross-section of a quarry, located to the left of the third section.
- Section of section of quarry**: A sixth cross-section of a quarry, located to the right of the fourth section.
- Section of section of quarry**: A seventh cross-section of a quarry, located to the left of the fifth section.
- Section of section of quarry**: An eighth cross-section of a quarry, located to the right of the sixth section.
- Section of section of quarry**: A ninth cross-section of a quarry, located to the left of the seventh section.
- Section of section of quarry**: A tenth cross-section of a quarry, located to the right of the eighth section.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Southern New England RR Corp

### ***Date Recorded***   ***Sheet***   ***Page***

6/12/1912   17   15

### ***Towns located on Plan***

Brimfield

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

Booth, Hubert F

Booth, Howard E

Goet, EM

Foskett, DW

***Stations***   380+00-412

### ***Landmarks located on Plan***

Brook





**BRIMFIELD**  
*Sheet No. 3*

[illegible]



## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Southern New England RR Corp

| <i>Date Recorded</i> | <i>Sheet</i> | <i>Page</i> |
|----------------------|--------------|-------------|
|----------------------|--------------|-------------|

|           |    |    |
|-----------|----|----|
| 6/12/1912 | 17 | 16 |
|-----------|----|----|

### *Towns located on Plan*

Brimfield

### *Roads located on Plan*

### *Abutter Names located on Plan*

Foskett,DW

Smith,Charles F

Bradway,EI

Allen,JM

**Stations** 411+00-445

### *Landmarks located on Plan*



[illegible]



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Southern New England RR Corp

### ***Date Recorded***

6/12/1912

### ***Sheet***

17

### ***Page***

17

### ***Towns located on Plan***

Brimfield

### ***Roads located on Plan***

State Hwy

### ***Abutter Names located on Plan***

Allen, JM

Strong, Charles R

Holbridge, George

Baker, LF

Pratt, Esther M

***Stations*** 445+00-501

### ***Landmarks located on Plan***

Springfield & Eastern RR

Brimfield Summit

Brook





*Sphenotridactylus* *from 200  
From Sta H45-800 to 1000*



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Southern New England RR Corp

### ***Date Recorded***

6/12/1912

### ***Sheet***

17

### ***Page***

18

### ***Towns located on Plan***

Brimfield

### ***Roads located on Plan***

***Stations*** 497+00-562

### ***Landmarks located on Plan***

Springfield & Eastern RR

### ***Abutter Names located on Plan***

Pratt, Esther M

Drake, Margaret

Spooner, William S

Tyler, John W

Spooner, Almira L

Randall, Mary Ann(est)

Growns, Lavinia B

Elber, EB

Elber, Ethel B

Spooner, William S

Spooner, Almira L

Randall, Isaac G

Lombard, Harry A

Drake, William



**BRIMFIELD**  
*Sheet No 5*

Location A  
Location B  
Location C  
Location D  
Location E  
Location F  
Location G  
Location H  
Location I  
Location J  
Location K  
Location L  
Location M  
Location N  
Location O  
Location P  
Location Q  
Location R  
Location S  
Location T  
Location U  
Location V  
Location W  
Location X  
Location Y  
Location Z

Compass rose: N, S, E, W

Map details: River, Road, Buildings, Land parcels, Survey lines, and various labels for specific locations and features.

**SOUTHERN NEW ENGLAND DISTRICT CORPORATION**  
Showed on a Section  
From S. 173700 to S. 176200  
1st. Location  
2nd. Location  
3rd. Location  
4th. Location  
5th. Location  
6th. Location  
7th. Location  
8th. Location  
9th. Location  
10th. Location  
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12th. Location  
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16th. Location  
17th. Location  
18th. Location  
19th. Location  
20th. Location  
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23rd. Location  
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82nd. Location  
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84th. Location  
85th. Location  
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87th. Location  
88th. Location  
89th. Location  
90th. Location  
91st. Location  
92nd. Location  
93rd. Location  
94th. Location  
95th. Location  
96th. Location  
97th. Location  
98th. Location  
99th. Location  
100th. Location

Showing part of Series 10711  
From Sta 437100 to Sta 462000



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Southern New England RR Corp

### **Date Recorded    Sheet    Page**

6/12/1912      17      19

### **Towns located on Plan**

Brimfield

### **Roads located on Plan**

Mill La

Public Rd

East Wales Rd

**Stations**    558+00-628

### **Landmarks located on Plan**

Pond

Cemetery

### **Abutter Names located on Plan**

Randall, Mary Snn(est)

Drake, William

Drake, Margaret

Pierce, Charles

Pierce, Frank L

Fiske, Carrie A

Chapell, Laura S

Brown, Harriet L

Daniels, WL

Bacon, John L

Pierce, Frank L

Pierce, Charles

Hitchcock, George M

Royce, Maria J

Stowell, Katie E

Adams, George





## This is a historical cadastral map of Brimfield, Massachusetts, labeled "BRIMFIELD Sheet No 6". The map depicts a network of land parcels, many of which are rectangular and outlined in black. A prominent curved road or boundary runs from the left side towards the center. Several straight lines represent other roads or boundaries, some intersecting the main curved one. Handwritten-style labels identify specific locations and features: "Dane" near the top left, "Rendall" below it, "Pond" further down on the left, "Salem Road" running diagonally across the middle, "Cambridge" on the right side, and "Merrill River" at the bottom right. Other smaller labels like "L. D. Smith", "Village", and "Brimfield" are also visible. The overall appearance is that of an old survey document with fine lines and cursive handwriting.



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Southern New England RR Corp

### ***Date Recorded***   ***Sheet***   ***Page***

6/12/1912   17   20

### ***Towns located on Plan***

Brimfield

### ***Roads located on Plan***

East Wales Rd

Holland Rd

### ***Abutter Names located on Plan***

Oneil,JJ

Howe, Frank

Campbell, Bertie E

Cook, George H

Cook, Frank H

Chaffee, JL

Parker, J

George, Gertude C

***Stations***   626+00-672

### ***Landmarks located on Plan***

Springfield & Eastern RR

Wales Brook

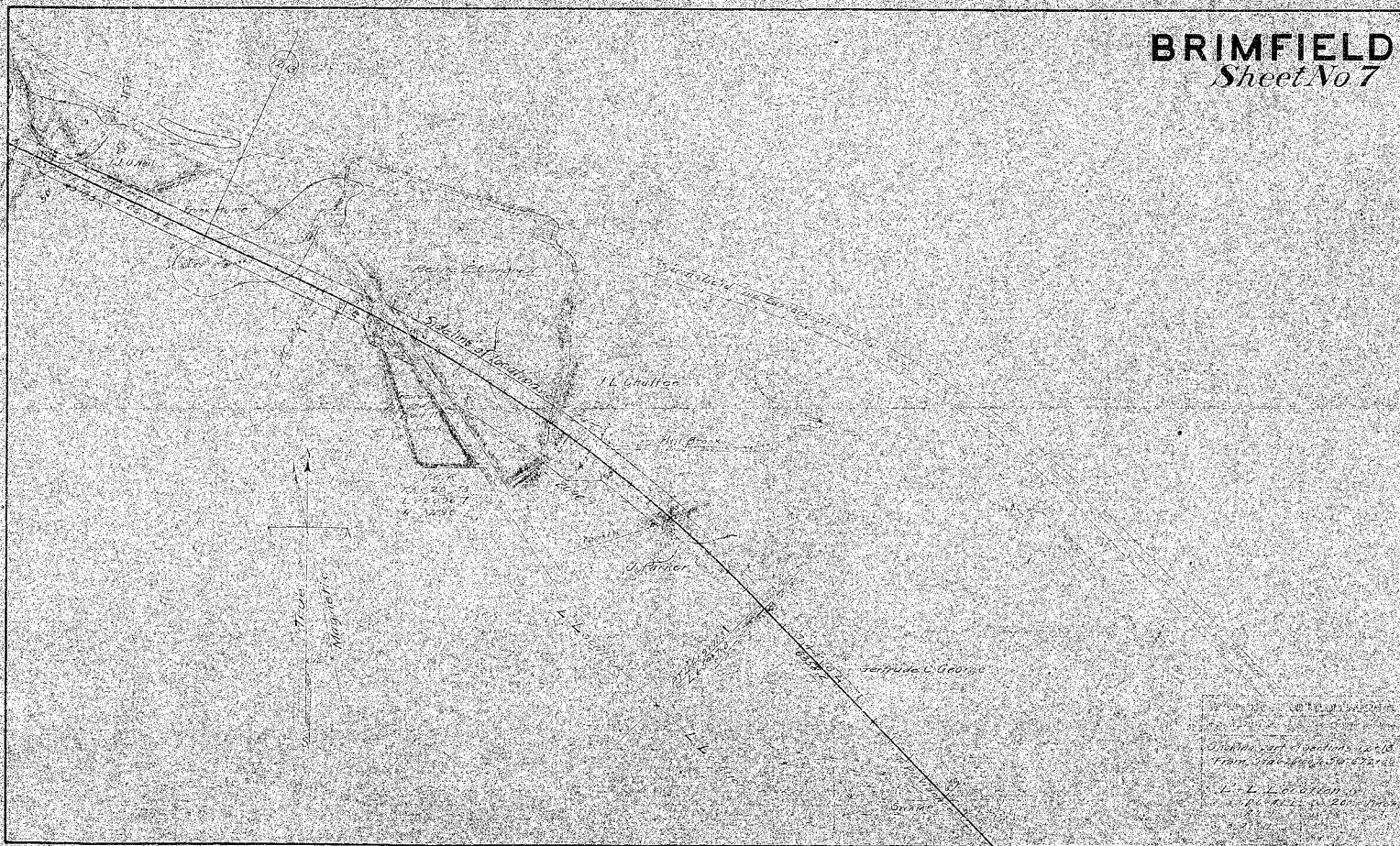
Mill Brook

Swamp



# BRIMFIELD

Sheet No 7





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Southern New England RR Corp

### ***Date Recorded***   ***Sheet***   ***Page***

6/12/1912   17   21

### ***Towns located on Plan***

Brimfield

### ***Roads located on Plan***

***Stations***   671+00-715

### ***Landmarks located on Plan***

Mill Brook

Springfield & Eastern RR

### ***Abutter Names located on Plan***

George, Gertrude C

Adams, Charles F

Lynch, JS

Moulton, HD

Parker, J

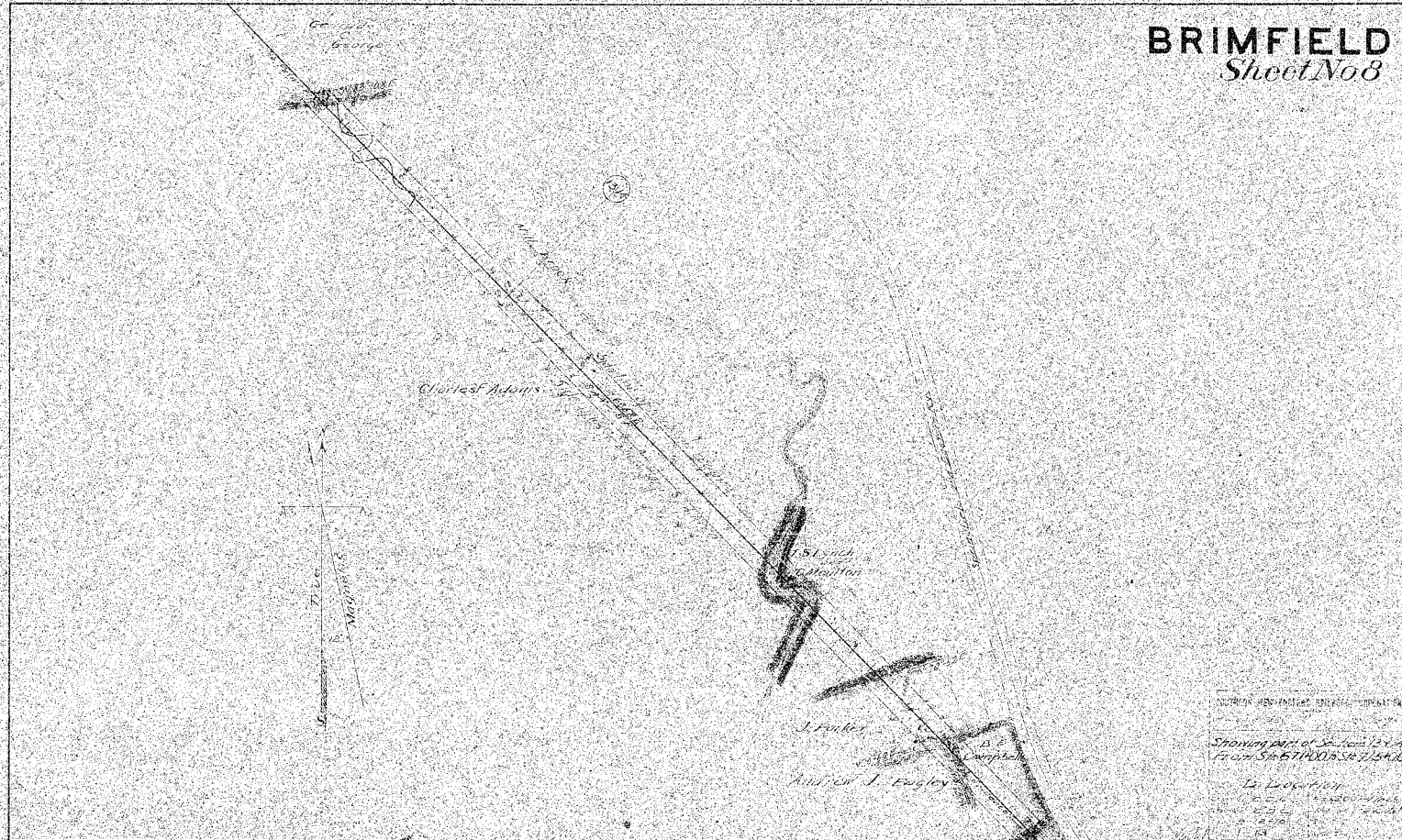
Bagley, Andrew J

Campbell, BE





# BRIMFIELD Sheet No 8





## HAMPDEN COUNTY RAILROAD PROJECT

### *Name of Railroad*

Southern New England RR Corp

### *Date Recorded*   *Sheet*   *Page*

6/12/1912   17   22

### *Towns located on Plan*

Brimfield

### *Roads located on Plan*

Bridge Rd

### *Abutter Names located on Plan*

Needham,E

Needham,E

Meserve,A

Dion,PD

**Stations**   715+00-777

### *Landmarks located on Plan*

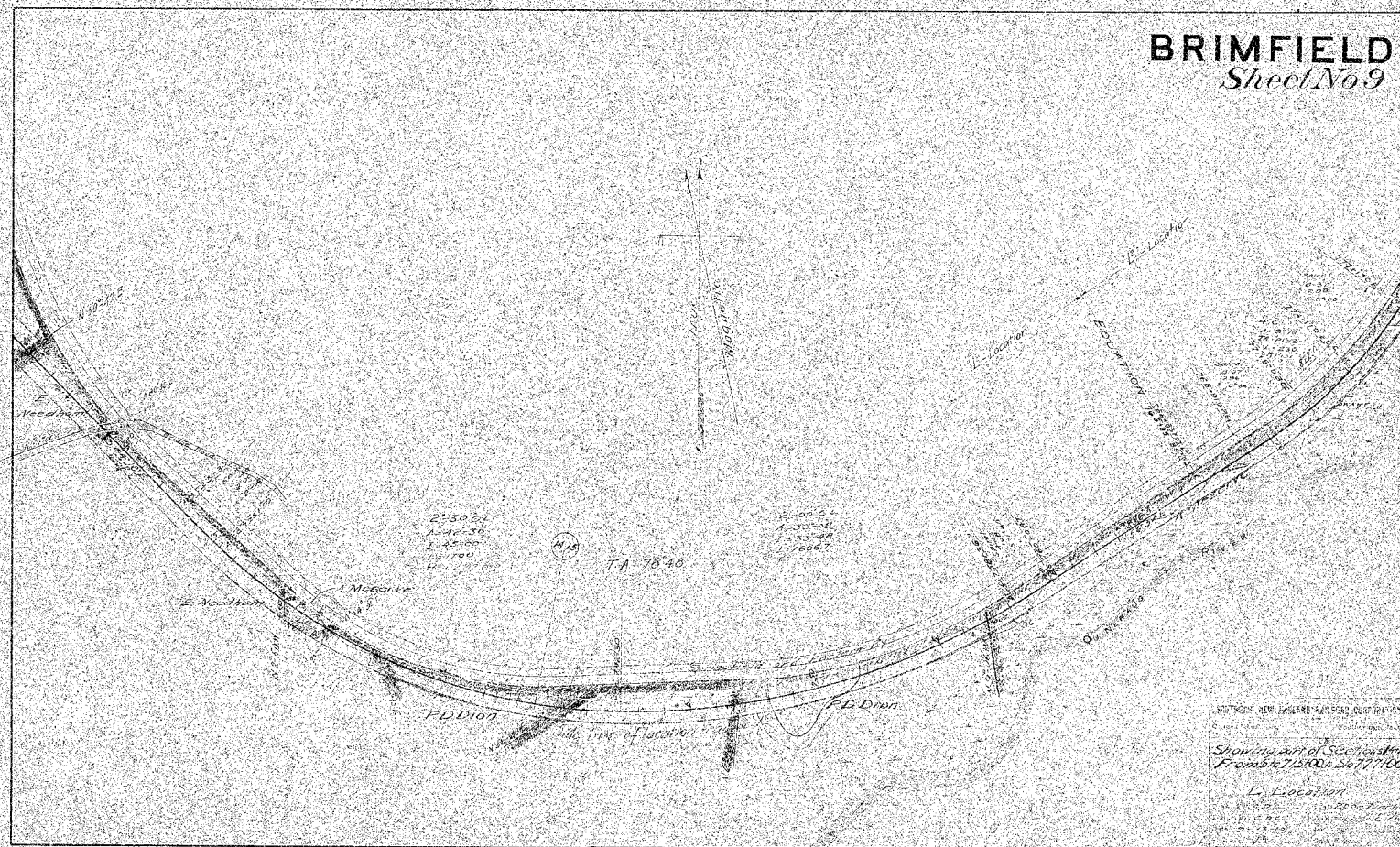
Springfield & Eastern RR

Quinebaug River

Swamp



**BRIMFIELD**  
*Sheet No 9*





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Southern New England RR Corp

### ***Date Recorded***   ***Sheet***   ***Page***

6/12/1912   17   23

### ***Towns located on Plan***

Brimfield

### ***Roads located on Plan***

Public Rd

### ***Abutter Names located on Plan***

Merserve,A

Smith,WO

Snell Mfg Co

E & A H Batcheller Co

***Stations***   763+00-805

### ***Landmarks located on Plan***

Quinebaug River

Springfield & Eastern Elec Ry

Swamp

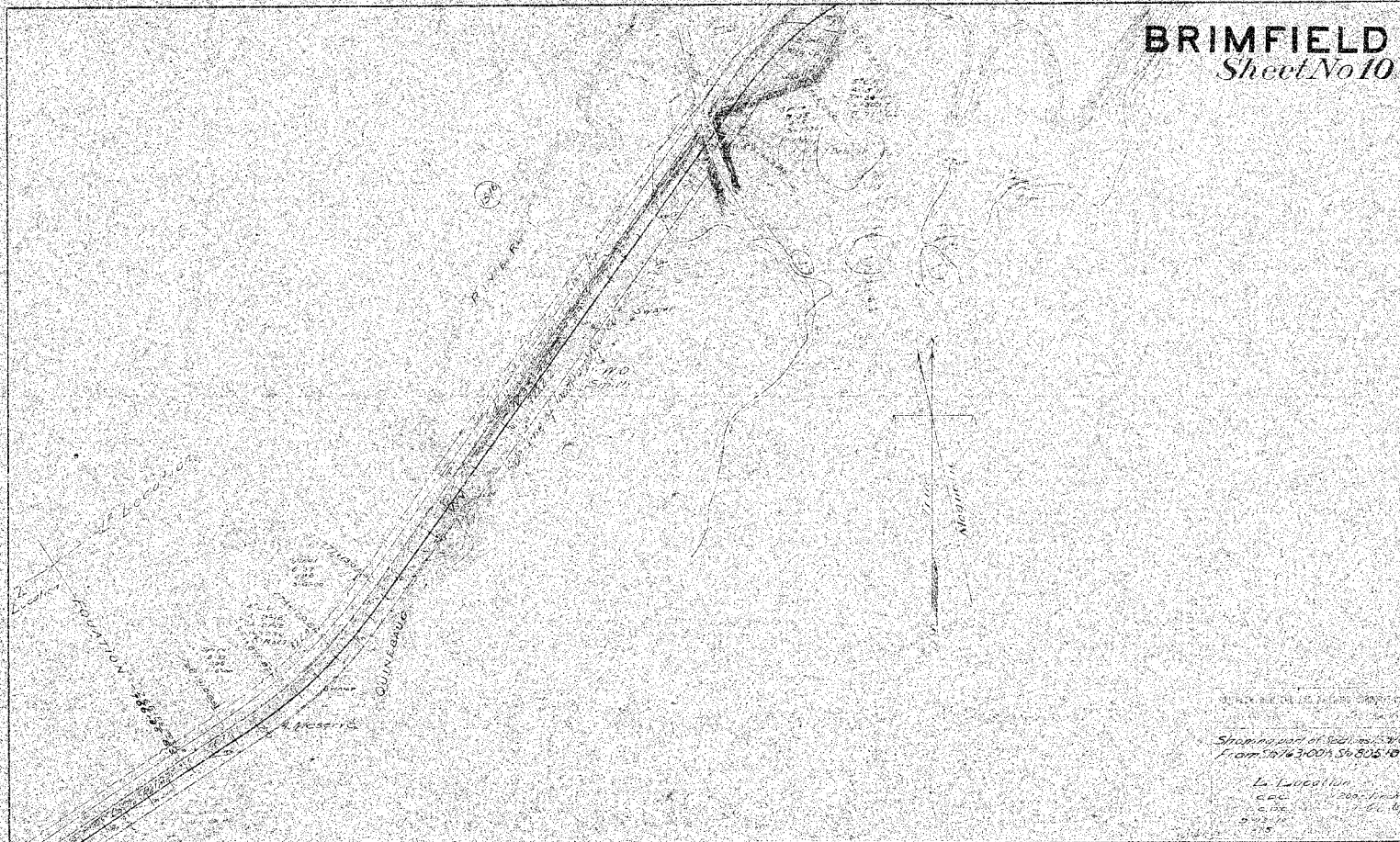
Formerly





# BRIMFIELD

Sheet No 10



Scale 1 inch = 1 mile

Shaded part of road is 1/2 mile  
From 5014300N to 5014300E

Location  
C. 100 1000-1000  
C. 100 1000-1000  
C. 100 1000-1000



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Southern New England RR Corp

### **Date Recorded**

6/12/1912

### **Shelf**

17

### **Page**

24

### **Towns located on Plan**

Brimfield

### **Roads located on Plan**

Public Rd

### **Abutter Names located on Plan**

Smith,WO

Snell Mfg Co

E & A H Batcheller Co

Springfield & Eastern St RR Co

Charles,Byron

Hyde,Lewis F

Charles,Byron

Zawarikin,Max

Harpin,Peter

### **Landmarks located on Plan**

East Brimfield

Springfield & Eastern Elec Ry

Quinebaug River

Brimfield Town Line

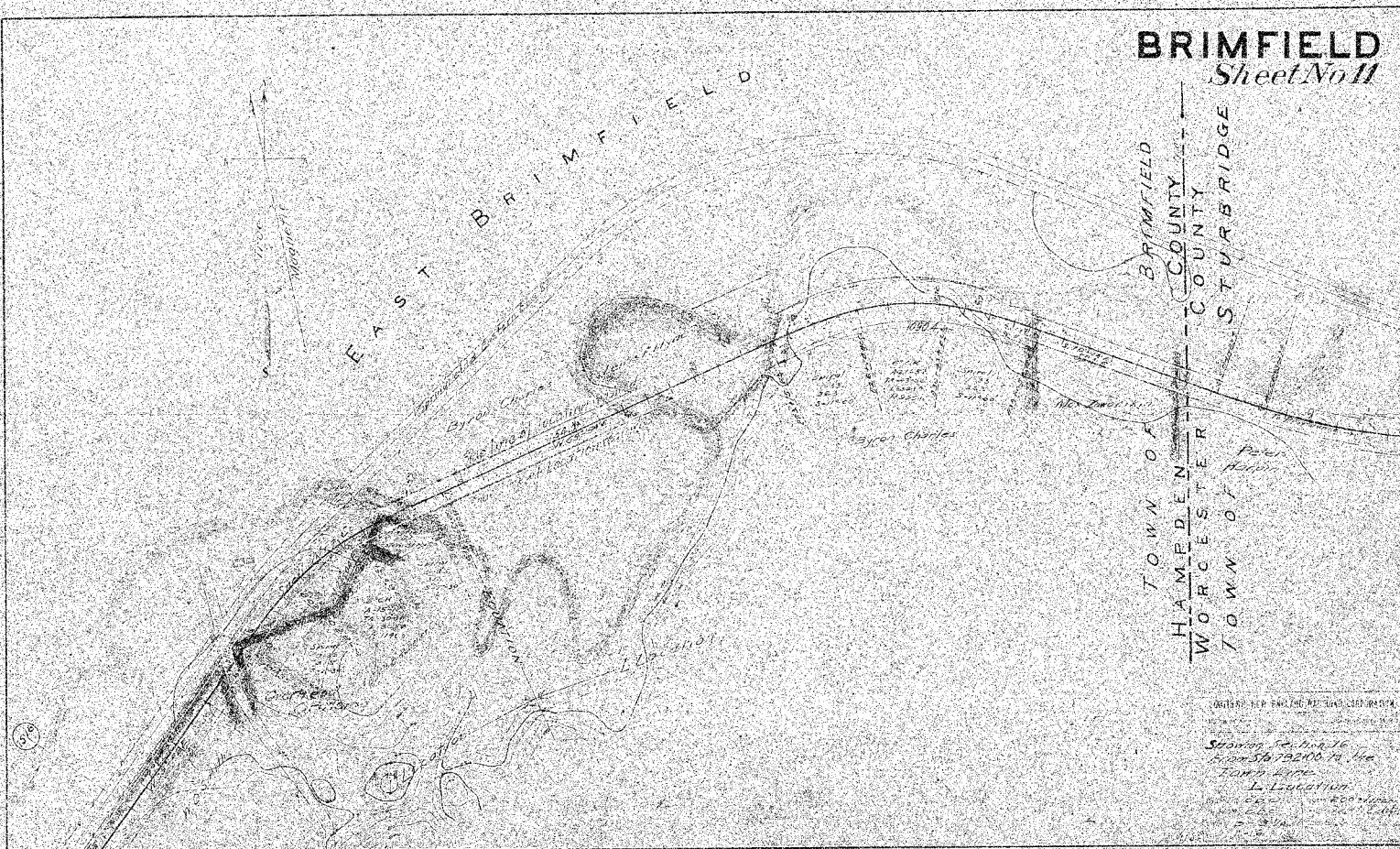
Sturbridge Town Line

### **Stations**

792+00-To

# BRIMFIELD

Sheet No 11



Showing Section 16  
From 5673200 to the  
Town Line

L. Location

Scale 1" = 1000 feet  
Elevation 100 feet



## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Mount Holyoke Railroad

### **Date Recorded      Sheet      Page**

3/27/1847      18      1

### **Towns located on Plan**

Springfield

### **Roads located on Plan**

Rd

### **Abutter Names located on Plan**

|                   |                |
|-------------------|----------------|
| Smith, Cory       | Chapin, Orange |
| Brainard, Chapman | Frink, Mary    |
| Burnett, Henry    | Frink, George  |
| Miller, Joel      | Griswold, Lucy |
| Gaylord, Emery D  | Chapin, Orange |
| Gaylord, Asa B    |                |
| Miller, Ezckid L  |                |
| Miller, Nancy B   |                |
| Miller, Joel      |                |
| Lamoureux, James  |                |
| Day               |                |

### **Stations**      26+26-65

### **Landmarks located on Plan**

|                             |                    |
|-----------------------------|--------------------|
| Signature Page              | Willimansett Shown |
| South Hadley Town Line Show | To Chickapee       |
| Connecticut River           | To Cabotville      |
| To Ludlow                   |                    |
| Baptist Grave Yard          |                    |
| To South Hadley             |                    |



To the County Commissioners of the County of Hampden  
 The time for filing the accompanying Bill  
 having been extended by law to the first  
 of June A.D. 1847 - The undersigned  
 of the Mount Holyoke Rail Road Com-  
 mission herewith respectfully present to be  
 the annexed plan and description of the  
 of their Road as lies within the limits of  
 County of Hampden May 10, 1847

John Leonard  
 Mr. Bowdoin  
 Seth Sweetser  
 John A. Norton  
 Horace Hamilton  
 John H. Wain

Clerks Office of Co. Commissioners  
 May 25 1847 see registered this day  
 Attest Rich. B. O'Leary

The Common Pleas of Hampden County, Massachusetts

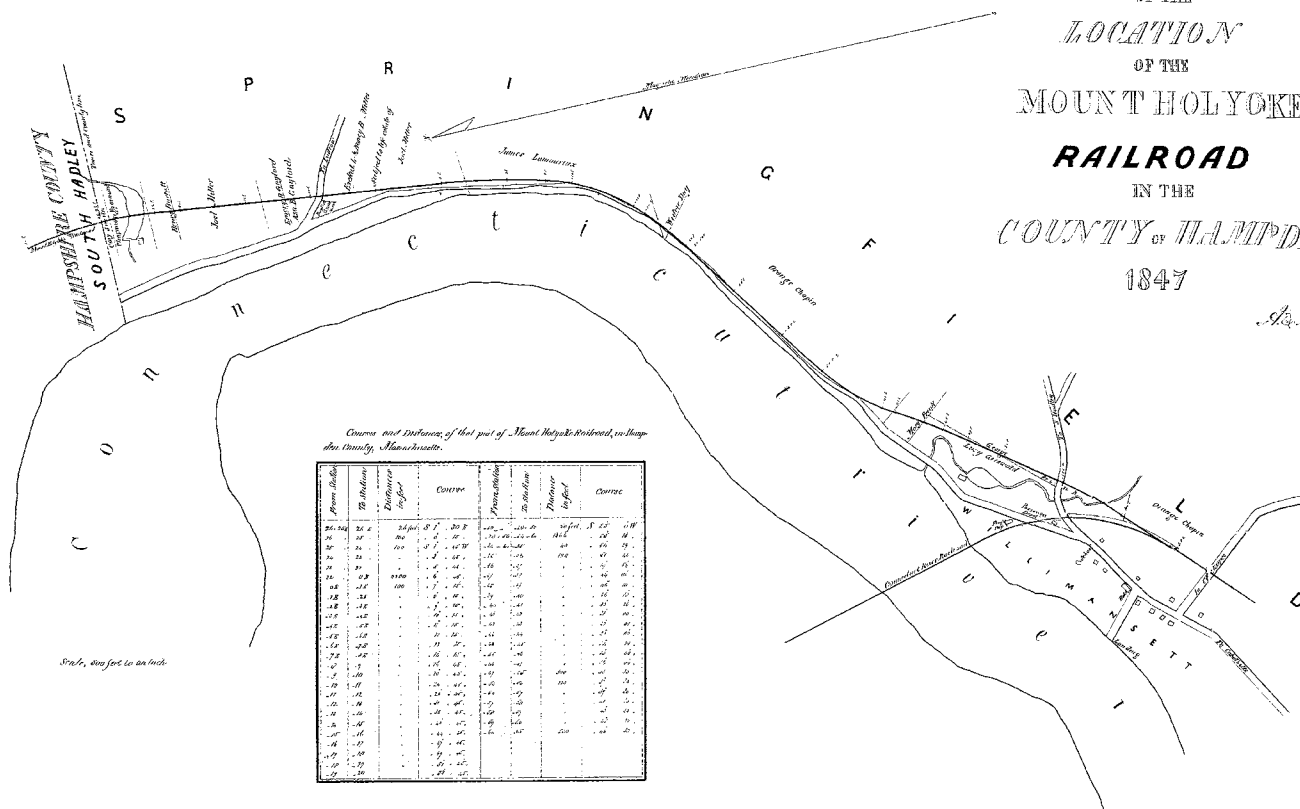
The undersigned Secretary of the Mount  
 Holyoke Rail Road Commission herewith  
 respectfully presents to be filed this annexed  
 plan and description of the Road as lies within the limits of Hampden  
 County (see)

John A. Norton  
 Horace Hamilton  
 Charles Adams  
 Mr. Bowdoin

Clerks Office of the County Commissioners  
 Hampden March 27, 1847  
 Received & filed this day  
 Attest Rich. B. O'Leary Clerk

PLAN  
 OF THE  
 LOCATION  
 OF THE  
 MOUNT HOLYOKE  
 RAILROAD  
 IN THE  
 COUNTY OF HAMPDEN  
 1847

A. Edwards  
 Engineer





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Chester & Becket Railroad

### ***Date Recorded***

### ***Sheet***

### ***Page***

18

1

***Towns located on Plan***

***Roads located on Plan***

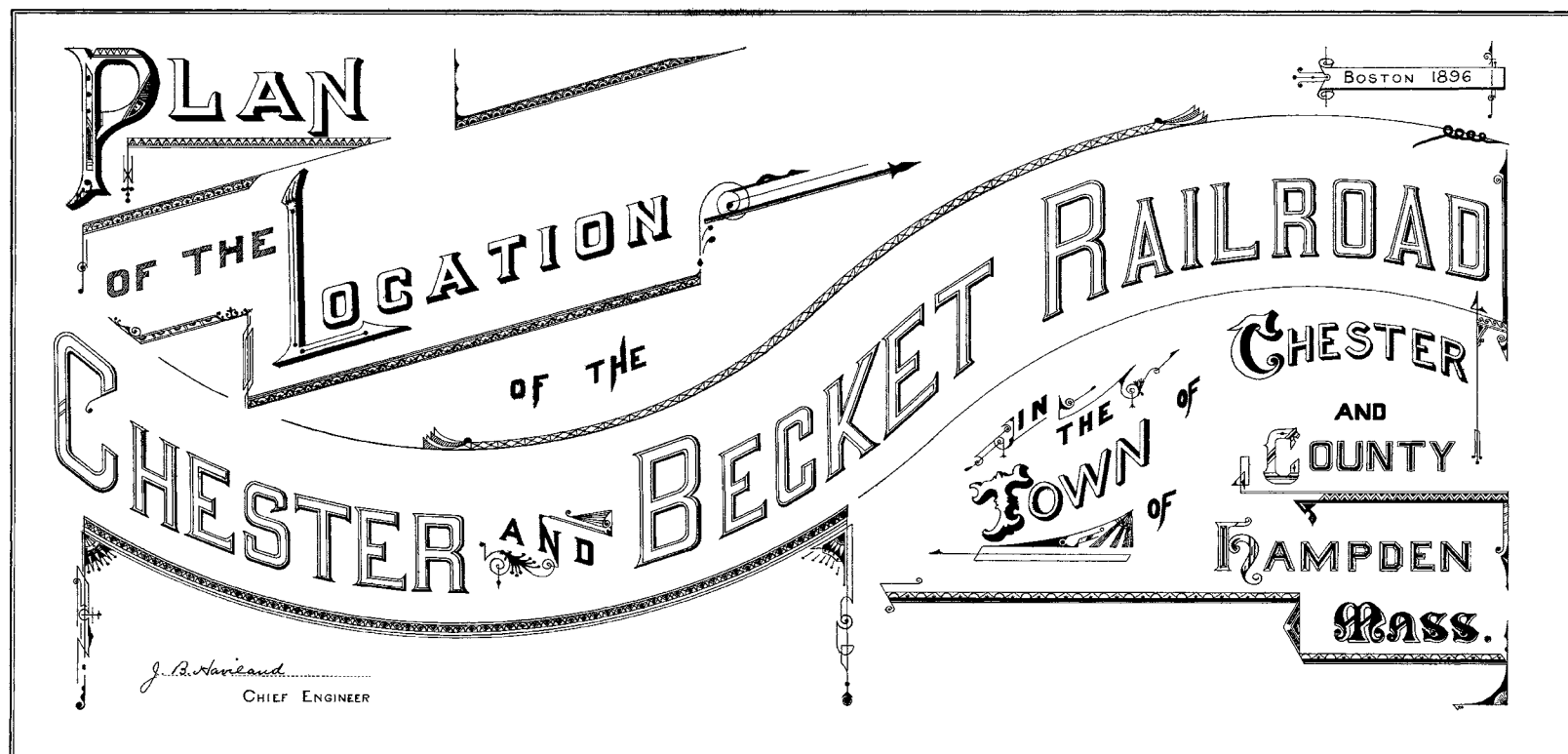
***Abutter Names located on Plan***

***Stations***

***Landmarks located on Plan***

Cover Page







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Chester & Becket Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

10/6/1896   18A   1

### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

### ***Abutter Names located on Plan***

### ***Stations***

### ***Landmarks located on Plan***

Signature Page





# LOCATION

## OF THE CHESTER AND BECKET RAILROAD IN THE TOWN OF CHESTER AND COUNTY OF HAMPDEN, MASSACHUSETTS.

IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 112 OF THE PUBLIC STATUTES OF THE COMMONWEALTH OF MASSACHUSETTS THE CHESTER AND BECKET RAILROAD COMPANY MAKES AND FILES THIS LOCATION OF ITS RAILROAD IN THE TOWN OF CHESTER AND COUNTY OF HAMPDEN IN SAID COMMONWEALTH AS SHOWN ON THE ACCOMPANYING MAP IN FIVE SHEETS AND STATEMENT OF ALIGNMENT IN ONE SHEET WHICH MAP AND STATEMENT ARE HEREBY MADE A PART OF THIS LOCATION SAID MAP BEGINS AT THE POINT WHERE SAID RAILROAD LEAVES THE MAIN LINE OF THE BOSTON AND ALBANY RAILROAD AND SHOWS THE LOCATION THENCE SOUTHWESTERLY TO THE BOUNDARY LINE BETWEEN THE TOWNS OF CHESTER AND BECKET, AND COUNTIES OF HAMPDEN AND BERKSHIRE

THIS LOCATION COVERS AND INCLUDES ALL THE LAND EMBRACED WITHIN AND BOUNDED BY THE LINES TINTED RED ON SAID MAP

THE BASE LINE OF LOCATION IS SHOWN ON SAID MAP IN RED AND BEGINS AT A STONE MONUMENT SET IN THE GROUND TEN AND FORTY-FIVE ONE-HUNDREDTHS (1045) FEET SOUTHERLY FROM STATION 143+34.5 ON THE BASE LINE OF THE BOSTON AND ALBANY RAILROAD

THE POINT OF BEGINNING IS DESIGNATED ON THE SAID MAP AS STATION 0

THE SAID STATEMENT OF ALIGNMENT SHOWS THE TRUE COURSE OF THE BASE LINE, SAID COURSE BEING CALCULATED FROM THE COURSE GIVEN ON THE LOCATION PLAN OF THE BOSTON AND ALBANY RAILROAD FILED WITH THE CLERK OF HAMPDEN COUNTY, OCTOBER 11, 1883.

THE DISTANCES OF THE OUTSIDE LINES OF LOCATION FROM THE BASE LINE ARE STATED IN FIGURES UPON SAID MAP

*[Signature]*

*E. D. Hayden*

*Samuel H. Allen*

*Quasiano*

*[Signature]*

Boston Sept. 26, 1896.

I certify that this record of location is prepared in conformity with the rules prescribed by the Board of R.R. Commissioners under the provisions of ch. 112, section 112, P. S.

*Frank G. Crafts*  
Clerk.

### STATEMENT OF ALIGNMENT

| FROM STATION | TO STATION | DISTANCE | TRUE COURSE OF<br>TANGENT OR RAD<br>IUS OF CURVE | TO A STONE MONUMENT SET IN THE GROUND |
|--------------|------------|----------|--|---------------------------------------|
| 0+00.00      | 2+61.78    | 261.78   | 43° 25'  | " " " " " " " "                       |
| 2+61.78      | 25+72.05   | 2310.27  | N. 75° 58' 30" W.                                | " " " " " " " "                       |
| 25+72.05     | 30+76.49   | 504.44   | 85° 53' 7"                                       | " " " " " " " "                       |
| 30+76.49     | 33+55.75   | 279.26   | N. 45° 37' 30" W.                                | " " " " " " " "                       |
| 33+55.75     | 35+76.92   | 220.17   | 85° 53' 7"                                       | " " " " " " " "                       |
| 35+76.92     | 38+179.0   | 241.98   | N. 58° 50' 30" W.                                | " " " " " " " "                       |
| 38+179.0     | 39+89.15   | 171.25   | 114° 6' 28" E.                                   | " " " " " " " "                       |
| 39+89.15     | 40+65.95   | 76.80    | N. 67° 24' 15" W.                                | " " " " " " " "                       |
| 40+65.95     | 44+73.52   | 412.57   | 88° 19' 55" E.                                   | " " " " " " " "                       |
| 44+73.52     | 48+24.60   | 348.08   | N. 40° 35' 15" W.                                | " " " " " " " "                       |
| 48+24.60     | 54+10.00   | 555.40   | 358° 25' E.                                      | " " " " " " " "                       |
| 54+10.00     | 58+90.80   | 180.80   | S. 45° 44' 45" W.                                | " " " " " " " "                       |
| 58+90.80     | 57+68.60   | 177.80   | 478.34 F.  | " " " " " " " "                       |
| 57+68.60     | 58+35.60   | 67.00    | S. 67° 04' 45" W.                                | " " " " " " " "                       |
| 58+35.60     | 61+43.90   | 308.30   | 5729.65 F.                                       | " " " " " " " "                       |
| 61+43.90     | 63+38.60   | 194.70   | S. 70° 09' 45" W.                                | " " " " " " " "                       |
| 63+38.60     | 65+69.04   | 230.44   | 410.28 F.  | " " " " " " " "                       |
| 65+69.04     | 67+148.4   | 145.80   | S. 37° 54' 05" W.                                | " " " " " " " "                       |
| 67+148.4     | 69+39.64   | 225.00   | 359.26 F.  | " " " " " " " "                       |
| 69+39.64     | 70+07.81   | 67.97    | S. 15° 4' 05" W.                                 | " " " " " " " "                       |
| 70+07.81     | 73+21.72   | 313.91   | 359.26 F.  | " " " " " " " "                       |
| 73+21.72     | 75+82.14   | 260.42   | S. 62° 07' 35" W.                                | " " " " " " " "                       |
| 75+82.14     | 77+83.63   | 201.49   | 410.28 F.  | " " " " " " " "                       |
| 77+83.63     | 80+59.85   | 276.22   | S. 23° 55' 05" W.                                | " " " " " " " "                       |
| 80+59.85     | 87+98.33   | 738.48   | 410.28 F.  | " " " " " " " "                       |
| 87+98.33     | 90+40.02   | 241.62   | N. 52° 41' 40" W.                                | " " " " " " " "                       |
| 90+40.02     | 97+27.36   | 687.34   | 359.26 F.  | " " " " " " " "                       |
| 97+27.36     | 99+82.03   | 254.67   | S. 17° 19' 50" W.                                | " " " " " " " "                       |
| 99+82.03     | 100+56.15  | 74.12    | 573.69 F.  | " " " " " " " "                       |
| 100+56.15    | 100+78.29  | 12.14    | S. 81° 55' 10" W.                                | " " " " " " " "                       |
| 100+78.29    | 105+88.48  | 510.19   | 478.34 F.  | " " " " " " " "                       |

Commonwealth of Massachusetts  
Hampden, ss.

Office of the Clerk of the County Commissioners  
Filed October 6th, 1896.

Attest: Robert O. Morris Clerk



## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Chester & Becket Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

10/6/1896   18A   2

### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

Huntington St

### ***Abutter Names located on Plan***

Harwood, NA

Knowles, G

Gibbs, A

Mullen, P

Harwood, NA

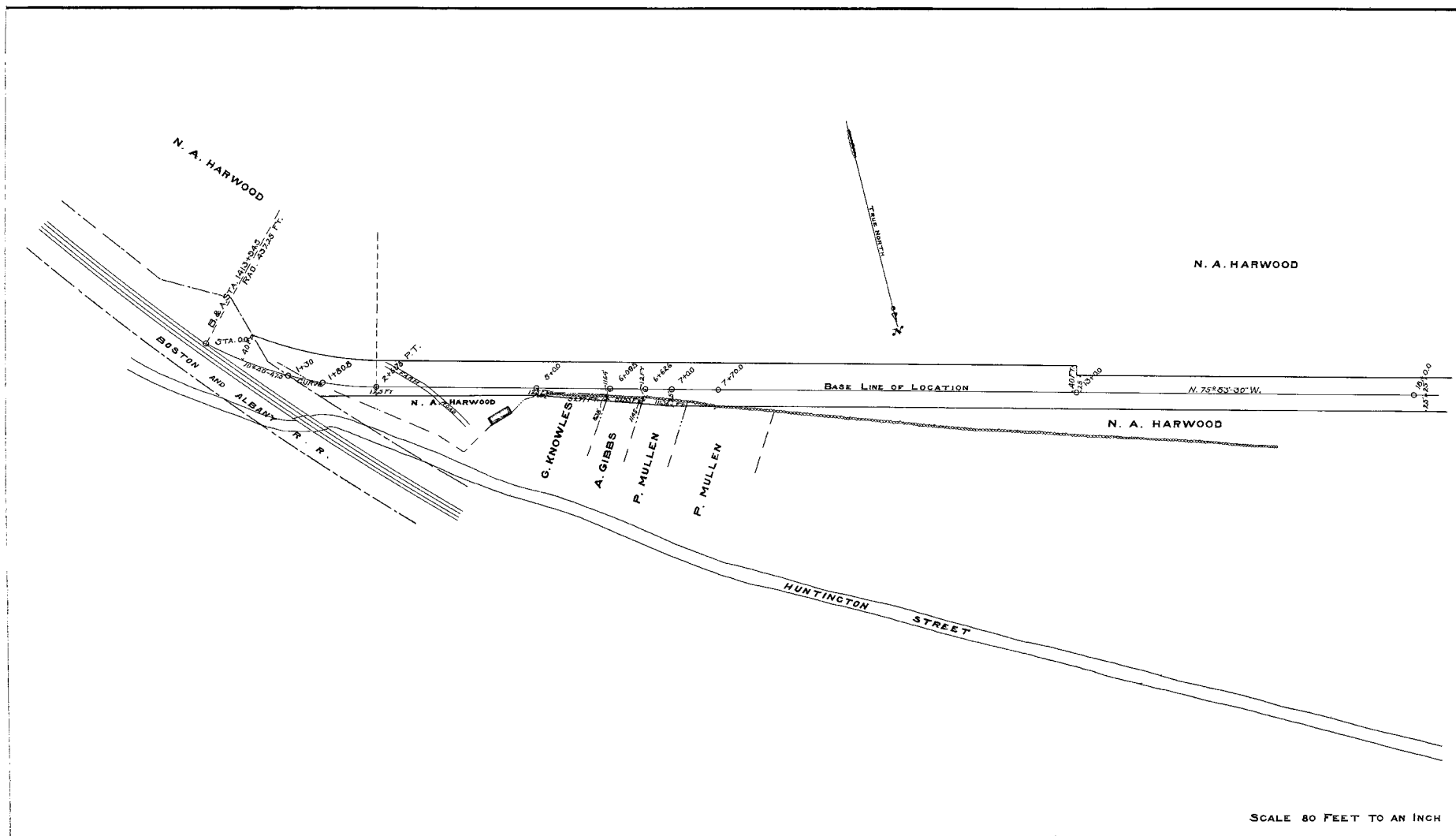
### ***Stations***   0.0-18+0.0

### ***Landmarks located on Plan***

Boston & Albany RR

Farm Rd







## HAMPDEN COUNTY RAILROAD PROJECT

### **Name of Railroad**

Chester & Becket Railroad

| <b>Date Recorded</b> | <b>Shelf</b> | <b>Page</b> |
|----------------------|--------------|-------------|
|----------------------|--------------|-------------|

|           |     |   |
|-----------|-----|---|
| 10/6/1986 | 18A | 3 |
|-----------|-----|---|

### **Towns located on Plan**

Chester

### **Roads located on Plan**

Huntington St

Emery St

### **Abutter Names located on Plan**

Harwood, NA

Ripley, John B

Bliss

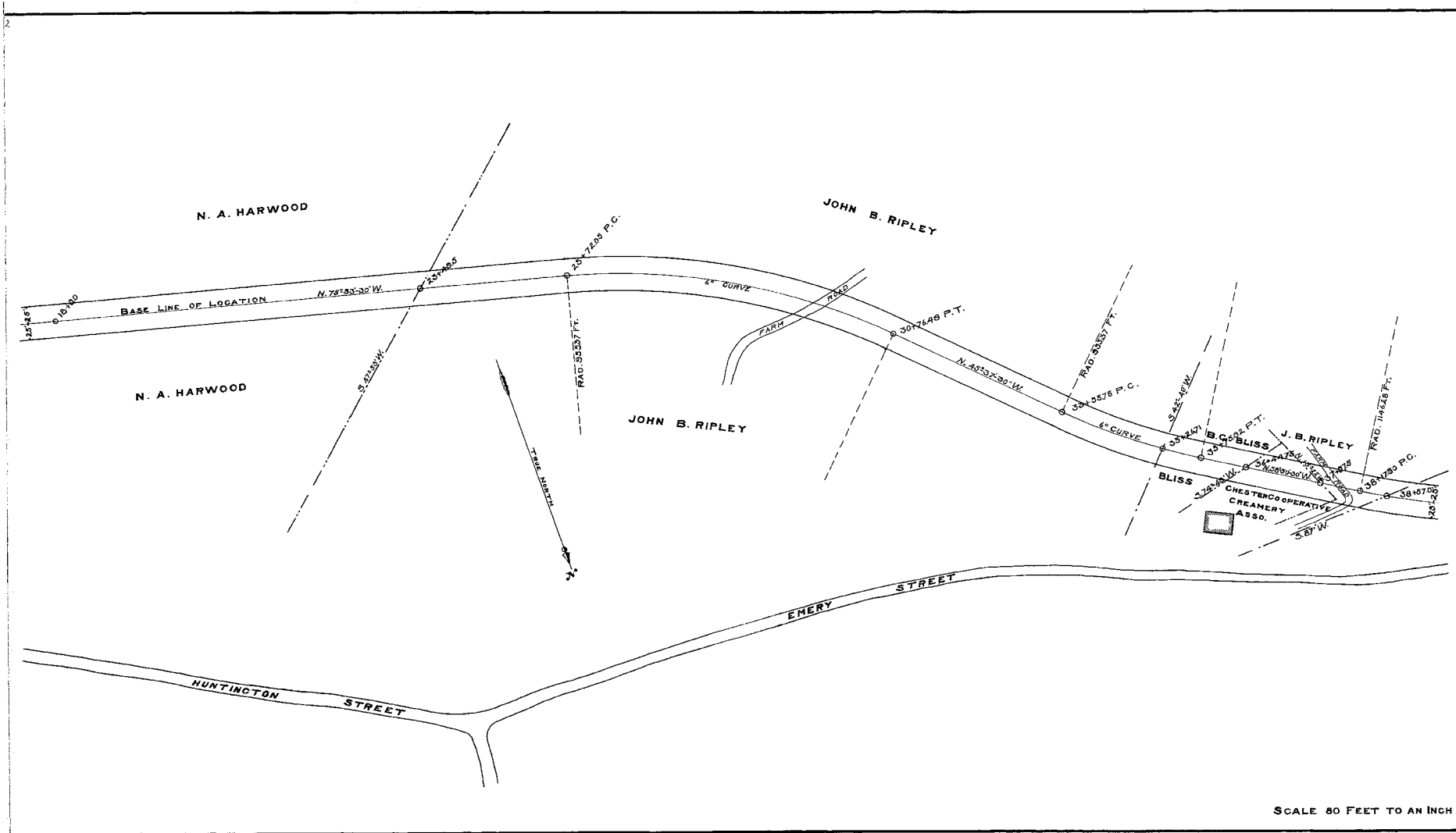
Bliss, BC

Chester CoOperative Creamery  
Assoc  
Ripley, JB

### **Landmarks located on Plan**

Farm Rd

|                 |            |
|-----------------|------------|
| <b>Stations</b> | 18+0.0-38+ |
|-----------------|------------|





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Chester & Becket Railroad

### ***Date Recorded***

10/6/1896

### ***Shelf***

18A

### ***Page***

4

### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

Lee Rd

### ***Abutter Names located on Plan***

Ripley,JB

Hampden Emery & Corundum  
Co

### ***Landmarks located on Plan***

Emery Co Private Rd

Walker Brook

### ***Stations***

38+17.90-5





## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Chester & Becket Railroad

### ***Date Recorded***

10/6/1896

### ***Shelf***

18A

### ***Page***

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### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

Lee Rd

### ***Abutter Names located on Plan***

Hampden Emery & Corundum  
Co  
Granger, Lucy

Fay, Wm

Clark, Eunice

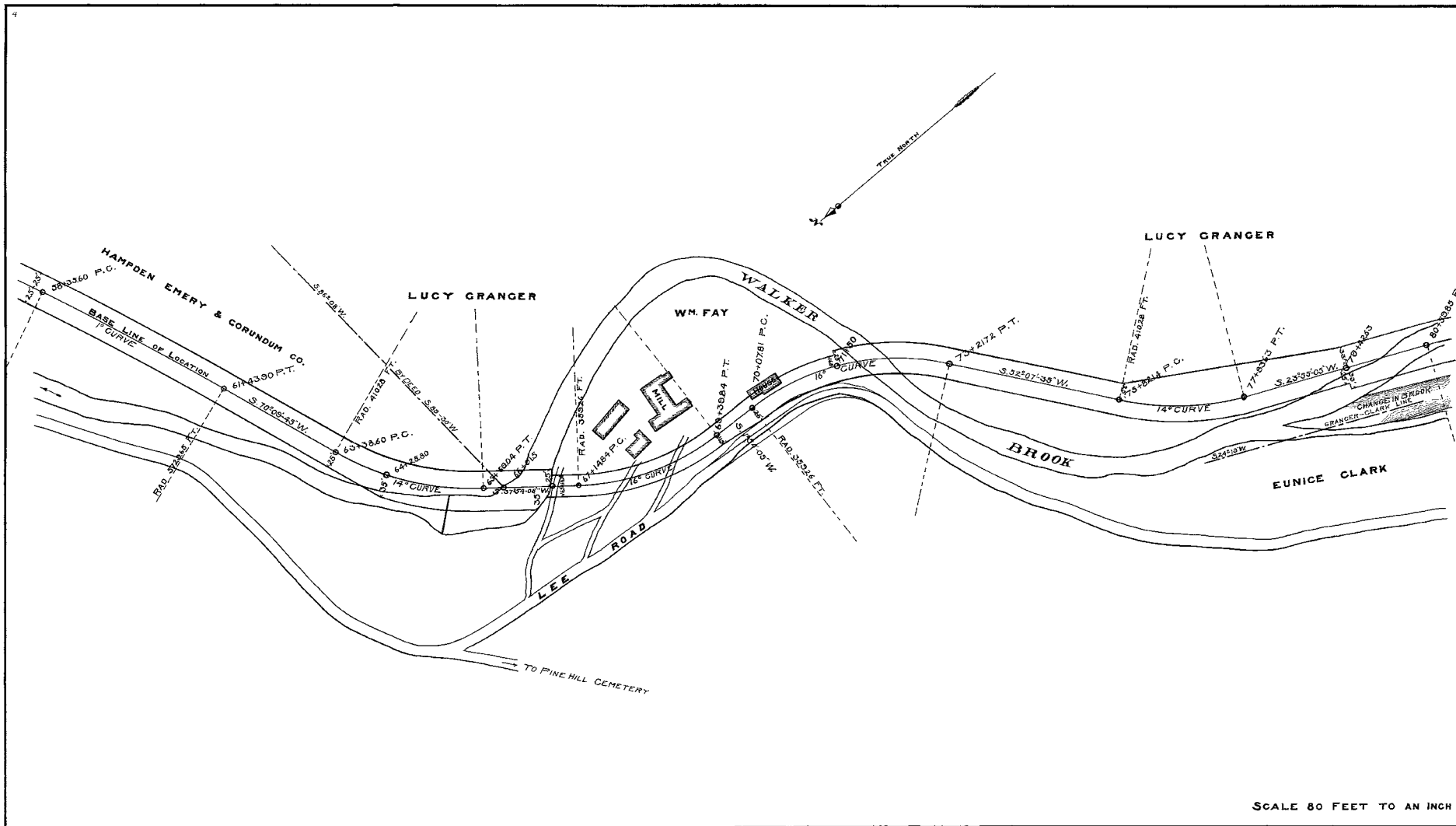
### ***Landmarks located on Plan***

Walker Brook

### ***Stations***

58+35.60-8







## HAMPDEN COUNTY RAILROAD PROJECT

### ***Name of Railroad***

Chester & Becket Railroad

### ***Date Recorded***   ***Sheet***   ***Page***

10/6/1896   18A   6

### ***Towns located on Plan***

Chester

### ***Roads located on Plan***

Lee Rd

Blanford Rd

### ***Abutter Names located on Plan***

Granger, Lucy

Clark, Eunice

Coughlin, John

Holmes, Wm

***Stations***   80+59.85-1

### ***Landmarks located on Plan***

Walker Brook

Wood Rd

Blanford Brook

Becket Town Line



